

THE Commercial & Financial Chronicle

HUNT'S MERCHANTS' MAGAZINE,

A Weekly Newspaper,

REPRESENTING THE INDUSTRIAL AND COMMERCIAL INTERESTS OF THE UNITED STATES.

[Entered, according to act of Congress, in the year 1882, by WM. B. DANA & Co., in the office of the Librarian of Congress, Washington, D. C.]

VOL. 35.

SATURDAY, OCTOBER 7, 1882.

NO. 902.

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The Chronicle.

THE COMMERCIAL AND FINANCIAL CHRONICLE is published in New York every Saturday morning.

[Entered at the Post Office, New York, N. Y., as second-class mail matter.]

TERMS OF SUBSCRIPTION—PAYABLE IN ADVANCE:

For One Year (including postage)	\$10 20.
For Six Months	6 10.
Annual subscription in London (including postage)	22 7s.
Six mos. do	1 8s.
WILLIAM B. DANA, } JOHN G. FLOYD. }	WILLIAM B. DANA & CO., Publishers. 79 & 81 William Street, NEW YORK. POST OFFICE BOX 958.

PAYING THE GOVERNMENT DEBT.

The appearance this month for the first time of the three per cents in the debt statement, and the unusually large payment of Government bonds in September, are the latest features in our work of debt reduction. For September the decrease was \$14,805,949 and for the three months of the fiscal year, since July 1, \$44,794,238. If the remaining nine months should show equal results, which is not at all unlikely, the diminution for the year would aggregate 179 millions.

On August 31, 1865, the Government debt was at its highest point. We then owed, less cash in the Treasury, \$2,756,000,000. On the first of October, 1882, the debt of every description reached only \$1,644,120,223; showing that we have reduced our obligations during the 17 years, over one thousand million dollars. But at the rate of decrease now in progress, we shall be able to pay off the whole remainder of the debt in about nine years.

The interest charge has up to this time undergone an even greater ratio of decrease. In 1865 the annual requirement for interest was no less than \$150,977,698. On July 1, 1882, it was only \$57,360,111, and during the three months that have since elapsed a further saving has been effected through the exchange of 3½s for 3s, so that now but \$54,687,541 is needed for interest. In 1865, the lowest rate of interest borne by our debt was 5 per cent, and the highest as high as 7 3-10 per cent—830 millions were out at the latter figure, 1,282 millions at 6 per cent, and only 269 millions at 5 per cent; on the 1st of October, 1882, no portion of the debt bore more than 4½ per

cent, and a great part of it only 3 per cent. Thus the highest now is lower than the lowest in 1865.

As stated above, the 3 per cents appear this month for the first time, and we find that \$237,233,200 of them had been exchanged for 3½s on October 1st. This left outstanding of 5s extended at 3½ \$177,062,900, and of 6s extended \$3,693,200. The latter have all been called, being embraced in the 116th call, which matured Wednesday, so that they will not again appear in any future statement of interest-bearing debt. But they will probably appear for some time yet under the head of matured debt on which interest has ceased. This may be inferred from the fact that although on October 1 only 3½ millions of the old extended 6s were bearing interest, there were besides \$11,394,700 out, called but unrepresented for payment and bearing no interest; some of them under calls matured as far back as December 24, 1881. Of the \$177,062,900 5s extended at 3½ remaining, 25 millions have been called for December 23, so that there are only about 152 millions of 3½s still uncalled. With a reduction of 15 millions a month, it would take about 10 months to reach the new 3s, which stand next in the order of redemption, and the whole 237 millions of these could be redeemed in 16 months more. This shows how soon we may be called upon not only seriously to discuss the question of bank currency, but to take definite action with regard to it.

MR. BARNETT ON THE NATIONAL BANKING SYSTEM.

Mr. R. W. Barnett, who is connected with one of the largest banking establishments of London, has written a paper, which is published in the Journal of the Institute of Bankers for July, on the National Banking system of the United States which is quite notable for the familiarity it shows with the subject he discusses. It is not often that an Englishman evinces in his writings such intimate knowledge of our banking laws and machinery. We have in fact often wondered at the lack of information frequently displayed, especially as Mr. Knox, the Comptroller of the Currency, has always made his reports so very full and elaborate, that any one desiring to be informed can easily become so.

Mr. Barnett shows great cleverness and discrimination in detecting the peculiarities of our system. It is national, and yet as each one of the 2,200 banks is an entirely separate institution—in no sense branches of one head—and furthermore, as for many purposes they are subject to State law and jurisdiction, concentrated action is impossible. Hence we do not think the article is right in claiming that the system has contributed to "political consolidation." That it has facilitated and greatly aided

"commercial expansion" during the years of its existence is beyond doubt, but its name "National" carries with it no political significance or power whatsoever. The statute is general and under it banks can be organized freely anywhere with currency privileges, the sole requirement being that they fulfil the conditions of the law; and being organized each management has absolute, independent control, subject only to the Comptroller's supervision in matters affecting the banks' solvency.

By the people, it is scarcely known which banks are National and which are State institutions, so little weight attaches to the fact by the outside public. This week, for instance, has been issued the annual report of the New York Clearing House. That is the only organization of the banks in this city, and it embraces about all of them. And yet we venture to say that very few, except those in some direct way connected with the banks, could tell to-day which are doing business under the general law and which under State law. We are the more strenuous in our reference to this point, because a certain class of our legislators endeavor every year to create prejudice among the less enlightened, under this very charge of government influence and character which the name "National" implies. These orators are however generally an impecunious set, and their real animosity arises from the fact that the strict supervision of the Comptroller prevents "wild-cat banking," a kind of business which is always favorable to those who have nothing to lose. Still their incessant cry has an influence among the unthinking many.

These Clearing House returns, published as stated this week, also throw light upon the question of taxation and small dividends discussed by Mr. Barnett. He scarcely however affords his readers a clear conception of the pecuniary burdens imposed on these banks, because in the matter of taxes he takes for comment the annual average figures for the whole country, whereas the burdens in some of our larger cities, where a considerable portion of the capital is located, are much more onerous. For instance, in New York city, the total State and National taxes paid by the banks in 1878 was 5.1-10 per cent, in 1879 it reached 5½ per cent, and in 1880 it went up to just 6 per cent. To illustrate how this has affected banking capital in our city we have prepared the following, showing our Clearing-House figures each year since 1857.

Years	No. of Banks.	Capital.	Exchanges.		Balances Paid.		Ratio of Money required for Daily Business, Pr. Ct.
			Total Year.	Average Daily.	Total Year.	Average Daily.	
1857..	50	\$ 64,420,200	\$ 8,393,226,718	\$ 22,968,371	\$ 365,313,902	\$ 1,182,243	4.4
1858..	46	\$ 97,146,018	\$ 4,756,664,386	\$ 15,396,736	\$ 314,238,911	\$ 1,016,654	6.6
1859..	47	\$ 87,921,714	\$ 6,448,005,956	\$ 20,677,333	\$ 363,984,689	\$ 1,177,944	5.6
1860..	50	\$ 69,607,435	\$ 7,231,143,057	\$ 23,401,757	\$ 380,693,438	\$ 1,232,018	5.3
1861..	50	\$ 68,900,605	\$ 5,915,742,758	\$ 19,269,520	\$ 353,383,944	\$ 1,151,088	6.0
1862..	50	\$ 68,375,820	\$ 6,871,443,591	\$ 22,237,782	\$ 415,530,331	\$ 1,344,758	6.0
1863..	50	\$ 68,972,508	\$ 14,867,597,849	\$ 48,228,656	\$ 677,626,489	\$ 2,267,252	4.6
1864..	49	\$ 68,586,768	\$ 24,097,196,656	\$ 76,984,455	\$ 865,719,205	\$ 2,806,405	3.7
1865..	55	\$ 60,303,018	\$ 26,032,384,342	\$ 84,796,040	\$ 1,035,765,108	\$ 3,373,828	4.0
1866..	56	\$ 82,370,300	\$ 28,717,146,914	\$ 93,541,195	\$ 1,066,135,106	\$ 4,472,753	3.7
1867..	58	\$ 81,770,200	\$ 28,675,159,472	\$ 93,101,167	\$ 1,144,993,451	\$ 3,717,414	4.0
1868..	59	\$ 82,270,200	\$ 28,484,268,637	\$ 92,182,164	\$ 1,125,455,237	\$ 3,642,250	4.0
1869..	59	\$ 82,730,300	\$ 37,407,028,967	\$ 121,451,398	\$ 1,120,318,308	\$ 3,637,397	3.0
1870..	61	\$ 83,620,200	\$ 27,804,539,466	\$ 90,274,479	\$ 1,036,484,822	\$ 3,365,210	3.7
1871..	62	\$ 84,420,300	\$ 29,300,066,682	\$ 95,133,074	\$ 1,206,721,029	\$ 3,927,666	4.1
1872..	61	\$ 84,420,300	\$ 32,636,967,404	\$ 105,964,277	\$ 1,213,293,827	\$ 3,639,266	3.7
1873..	59	\$ 83,370,300	\$ 33,972,773,943	\$ 111,022,137	\$ 1,152,572,108	\$ 3,765,922	3.4
1874..	59	\$ 81,635,200	\$ 20,850,681,933	\$ 68,139,484	\$ 971,331,281	\$ 3,178,668	4.7
1875..	59	\$ 80,435,200	\$ 23,042,276,858	\$ 75,301,558	\$ 1,104,346,845	\$ 3,608,977	4.8
1876..	59	\$ 81,731,200	\$ 19,874,815,361	\$ 64,738,812	\$ 1,009,532,037	\$ 3,258,381	5.1
1877..	58	\$ 71,085,200	\$ 20,876,555,937	\$ 68,447,724	\$ 1,015,256,483	\$ 3,338,710	4.9
1878..	57	\$ 63,611,500	\$ 19,922,733,947	\$ 55,106,974	\$ 951,970,454	\$ 3,111,015	4.8
1879..	57	\$ 60,800,200	\$ 24,553,196,689	\$ 79,977,839	\$ 1,321,119,298	\$ 4,303,320	5.4
1880..	57	\$ 60,475,300	\$ 37,182,128,621	\$ 121,510,224	\$ 1,516,538,631	\$ 4,956,099	4.1
1881..	60	\$ 61,162,700	\$ 48,565,818,212	\$ 156,232,191	\$ 1,776,018,102	\$ 5,823,010	3.7
1882*	61	\$ 60,982,700	\$ 48,147,846,407	\$ 156,833,376	\$ 1,595,000,245	\$ 5,193,440	3.3

* The number of banks was increased this year by the organization of the Lincoln Bank with \$300,000 capital, and the total capital was reduced, notwithstanding this addition, by the reduction of the capital of the Nassau Bank to \$500,000 from \$1,000,000.

The above furnishes a simple but very forcible illustration of the effect of onerous taxation in decreasing banking capital. The condition it shows is, that we have to-day in this city 3½ millions less of capital than we had a quarter of a century ago, whereas the total annual exchanges were then only 8 thousand millions, while now they are 48 thousand millions. In other words capital has decreased over 5½ per cent, while the business to be done by it has increased nearly 500 per cent! What marvellous facts and how forced and unnatural the results! It is a surprise that they do not arrest public attention—for it is the public, not banks, that are interested—and incite such action as shall enforce a reform. We anticipate some addition to our banking capital this year through the working of the Kiernan interest statute, which permits capital to earn what it is worth. In that way under the beneficent action of natural law, the excessive rate now ruling will to an extent relieve itself. And if our merchants want further to cheapen money, all they have to do is, to further multiply banks, and it is hardly necessary for us to say that they can accomplish that only by relieving the system of the onerous pecuniary burdens it now labors under.

With regard to our system of certifying checks, it is not to be expected that a London banker should find in it anything to approve. No one even here has ever attempted to justify it on principle. It is simply a convenience, which business methods have, up to this time, made necessary, and which is persevered in under this necessity, because long experience has proved that there is little or no risk in its continuance. The fear Mr. Barnett expresses that the practice "points to a very great amount of distrust existing in the business community," is not warranted. It has nothing to do with mercantile transactions or with the commerce of the country, and is only followed by a very few banks having brokers' accounts. A broker buys a block of stocks for a customer and gives for them a check "accepted" by his bank; before bank closes he delivers the stocks, gets his customer's check for them and deposits it to make good the acceptance. As each bank knows its dealers, and as it makes enough money out of such accounts to pay it well for the trouble, and as long practice has proved its safety, the business of thus bridging over a stock transaction by a bank credit is tolerated by public sentiment and followed by a few. We notice, however, that the Comptroller has this week asked the advice of the Attorney-General with regard to the legality of the present mode of "accepting" checks—the plan now followed by the banks to avoid the law against certification. This step would seem to be preliminary to some effort for discouraging the practice.

Finally Mr. Barnett's surprise at the small remuneration paid the Comptroller calls attention to a point that really needs correction. We give the head of our National Banking System only what the first teller in the leading institutions of this city receives. Why this has remained so is very likely because no one interested in the change has sought to have it made. We presume if the present Comptroller had expressed a desire for increased compensation to the proper committee it would have been granted.

THE FINANCIAL SITUATION.

In some particulars the situation is notably improved during the past week. Money is easier, exchange is decidedly lower, railroad earnings have continued to increase, all crops are now assured, and commercial business is active and in general fairly satisfactory. On the other hand we have an apparently unfavorable feature in the

lower prices for all stocks and in the special inclination shown to get out of the fancy kinds, those belonging to companies which have been increasing their securities so marvellously of late years, and in which the capital account never has been, and probably never will be, closed.

As we look at it, however, the disturbance in Wall Street seems both healthful and natural. Of course general opinion is right in assigning, as the immediate cause of the decline in values, speculative manipulation. But was there ever a decline that was not to all appearance engineered by and made profitable to the bears? They hammered the market, and to an extent the lower values are always artificial. Their power, though, is very limited, and depends upon favoring circumstances for its success. In this case they have, first of all, baskets-full of new securities floating on the street, which moneyed men never had any confidence in, and have not touched. These have been taken in by weak speculators, under the idea that on the rising tide of large crops and large earnings they could float out at a profit.

Just at this juncture comes a close money market. Not the same activity we had last year and the previous year at the Exchange near 3 o'clock daily, but a general and decided rise in rates in which all brokers have had to share. Are not stocks in the average costing to-day much more to carry than they did a year ago? Then a large portion of a broker's holdings were provided for at the legal rate of 6 per cent; now there is no part of his borrowing done at less than 7 per cent, and much of it above that. Besides this, higher market for money has made banks scrutinize securities more closely, and they are throwing out and thus forcing the sale of many that passed muster a short time since. This action on their part results from the fact that there are elements of permanency in the rise in the interest rates; that our absorption of floating capital has for a considerable time now been progressing much faster than current accumulations, while we have been receiving no foreign capital, and our trade balance looks as if we were not going to receive any.

Can this go on forever? Clearly not; so the natural relief comes of high rates for interest; and thanks to our new interest law, it looks now as if these rates would be so general as to work an effectual remedy. Any one can see the evidences of coming relief. What has caused the sudden decline in the rate of exchange during the past twenty days? This week at one time exchange has been for both sterling and francs near the gold-importing point. It is clear from the trade figures given in a succeeding article, that they do not justify it. In fact, we have maturing in London this month probably between four and five million pounds of sterling loans, a part of the liabilities incurred this summer for our enormous imports, while our exports were so small. And from our trade figures it is evident that we must have further liabilities in large amounts which could be called for if required.

Under those circumstances comes a pressure of bills on the market drawn against securities bought for London account and for loans negotiated in Europe. Of course there is also the usual amount of produce futures drawn in anticipation of shipments of staples later in the season, and just now also some options are being delivered, contracted for 60 and 90 days ago, only a part of which were then used. But the feature of the market is the security bills, and if the rate of money continues to rule much higher here than in the open market at London, as we believe it must, others will be made and capital will come here for the profit it can secure. The high rates for money will also in time affect

our imports of goods, which have been for so long a time so remarkably large. In these natural ways a cure may be wrought, and the little arrival of gold on the 3d inst. at San Francisco of \$312,000 from Australia may prove to be only the forerunner of sufficient shipments to supply our needs. It appears from the following table, showing relative prices of leading securities at London and New York at the opening of each day, that there is still a fair profit in cable transactions, though the margin is less than a week ago.

	Oct. 2.		Oct. 3.		Oct. 4.		Oct. 5.		Oct. 6.	
	London prices.*	N.Y. prices.	London prices.*	N.Y. prices.	London prices.*	N.Y. prices.	London prices.*	N.Y. prices.	London prices.*	N.Y. prices.
U.S. 4s. 4c.	118 58	118 5/8	119 07	118 5/8	118 64	118 5/8	118 94	118 5/8	118 70	118 5/8
U.S. 3 3/8s	100 54	100	100 44	100	100 56	100 1/4	100 56	100 1/4	100 70	100 1/4
Erie.....	42 16	41 3/4	41 39	41 1/4	42 61	42 3/4	42 61	42 3/4	42 54	42 3/4
2d cent.	100 42	99 1/2	99 83	99 1/2	100 80	100 1/4	100 32	99 1/2	100 21	100
Ill. Cent.	139 42	138 3/4	138 30	138	139 28	139 1/4	139 28	138 3/4	139 13	138 3/4
N. Y. C.	133 57	132 3/4	132 46	132	133 43	133 1/4	133 19	133	133 05	132 3/4
Readings	31 92 1/2	63 1/2	31 41 1/2	63	31 89 1/2	64	31 89 1/2	63 1/2	31 89 1/2	64
Exch'ge. cables.	4 87 1/2		4 87		4 87		4 87		4 80 1/2	

* Expressed in their New York equivalent.

+ Reading on basis of \$50, par value.

The unsettled state of the stock market has continued all the week. This condition has been aggravated by unfavorable rumors and facts regarding different corporations. There were, for instance, early in the week stories which were confirmed Wednesday about the floating debt of Louisville & Nashville and the new stock it was about to issue or had issued. It will be remembered that last February this company became embarrassed because of its floating debt incurred through the purchase of unproductive property, and was obliged to issue a mortgage of 10 millions, secured by the pledge of unavailable assets. Whether the item of debt now reported is a part of that does not clearly appear, but the street construes it as being additional, and for the time at least takes a low view of the prospects. Consequently that stock declined materially, and that had an adverse influence upon other properties. Reports were circulated also respecting the weak financial standing of many railroad companies, and there was a disposition to believe the worst, especially as the facts as to Louisville & Nashville turned out to be no better than the anterior rumors. Another influence operating against the market was the announcement as to difficulties in the pooling arrangements; and on Thursday an associated press dispatch stated that the Omaha pooled lines had agreed to disagree, and that a war of rates was to follow. Altogether the feeling on Thursday morning was anything but cheerful, and very little resistance was made or even attempted to the downward movement. In the afternoon there was a slight recovery, but yesterday there was great irregularity, an improvement in the early dealings soon giving place to decided weakness.

There has been no return this week of the very high rates for money which prevailed at the Stock Exchange a portion of last week. On Monday, however, for a time the rate was 20 per cent, but on Thursday it fell for a brief period to 4 per cent. Prime commercial paper is reported ruling at from 6 to 9 per cent; probably very little passes for less than 7, and a shade off from very best would pass at only the higher rate. The supply of money from the Treasury and other sources has been moderately liberal, while the short interest in and liquidation of stocks have contributed to lessen the demand; to these circumstances are probably due the lower rates, though rumor has it that operators who early last week were reported manipulating money, had changed over, and are now freely supplying the market.

There has been no excuse for any change in the Treasury programme during the week so far as relief to the

money market is concerned, and there is no expectation of any change being made unless manipulation should be resorted to. In that case it is reported that the Secretary of the Treasury will buy bonds, and if this be true, probably for the sinking fund, in amounts sufficient to relieve the stringency. The Treasury operations for the week, exclusive of the receipt of \$1,000,000 gold certificates from Washington, have resulted in a loss, which is a gain to the banks, of \$1,642,611 55, but averaging the six days the gain to the banks is only \$273,768 59. The following shows the interior movement, including Treasury transfers.

Receipts at and Shipments from N. Y.	Received.	Shipped.
Currency	\$1,450,000	\$1,949,000
Gold	357,000	42,000
Treasury transfers		1,170,000
Total	\$1,807,000	\$3,161,000

Last week's bank statement was made up on slightly rising averages, as it did not include the whole of the late payments by the Sub-Treasury. Considering this fact, the following will indicate the character of this week's return.

	Into Banks.	Out of Banks	Net Loss.
Sub-Treasury operations, net...	\$273,768	\$.....	*\$273,768
Interior movement	1,807,000	3,161,000	1,354,000
Total	\$2,080,768	\$3,161,000	\$1,080,232

* Gain.

The Bank of America paid out \$200,000 gold on account of the associated banks during the week, and received nothing in return.

The Bank of England reports a decrease of £496,000 bullion during the week, and a loss of 4 5-16 per cent in the proportion of reserve to liabilities. The Bank gained £13,000 on balance on Thursday and £63,000 on Friday. The Bank of France shows a decrease of 5,300,000 francs gold and 4,550,000 francs silver for the week, and unless there is an error in the cable report, the Bank of Germany for the week ended the 29th ult. lost 24,850,000 marks. As this report has not been contradicted, we assume that it is true. There must have been a large withdrawal of bullion on balance from the Bank of England during the week, to account for the losses by this institution, and by the Banks of France and Germany, unless there has been some error in the cable reports. The following will exhibit the amount of bullion in each of the principal European banks this week, and at the corresponding date last year.

	Oct. 5, 1882.		Oct. 6, 1881.	
	Gold.	Silver.	Gold.	Silver.
Bank of England	21,486,985	£.....	21,695,240	£.....
Bank of France	39,525,697	45,433,645	24,287,859	48,881,501
Bank of Germany	6,321,125	18,963,375	6,269,000	18,807,009
Total this week	67,333,807	64,397,020	52,252,099	67,688,501
Total previous week	68,497,940	65,911,776	53,856,436	68,525,039

The above gold and silver division of the stock of coin of the Bank of Germany is merely popular estimate, as the Bank itself gives no information on that point.

The Assay Office paid \$77,937 through the Sub-Treasury for domestic bullion, and the Assistant Treasurer received the following from the Custom House, the new gold certificates being used for duties for the first time on Thursday.

Date.	Duties.	Consisting of—			
		Gold.	U. S. Notes.	Gold Certif.	Coin and Silver Certif.
Sept. 29	\$360,039 54	\$87,000	\$17,000	\$.....	\$257,000
" 30	309,704 35	129,000	16,000	.....	165,000
Oct. 2	460,830 04	127,000	55,000	.....	278,000
" 3	852,736 69	305,000	64,000	.....	484,000
" 4	345,050 02	89,000	52,000	.....	224,000
" 5	667,416 02	146,000	18,000	99,000	404,000
Total	\$2,995,776 66	\$883,000	\$202,000	\$99,000	\$1,812,000

OUR FOREIGN COMMERCE.

Again we have a trade statement less favorable than generally expected. The figures of the port of New York seemed to point to a small merchandise balance in our favor for August on the trade of the whole country; but the Bureau of Statistics statement, issued this week, reports a balance against us of 3 million dollars. For seven months now our merchandise imports have exceeded our exports; but excepting February, the first of the seven, the excess for August is smaller than in any other month in the period. In March the excess was six millions, in April it was 8½ millions, in May 19 millions, and in June and July 11½ millions, while in August, as said, it is only 3 millions. We have thus the first signs of the change that is in progress, and which will develop and become more pronounced as the movement of the new crops to market increases. The following table shows the imports and exports at each port in August and the eight months, this and last year.

EXPORTS AND IMPORTS OF MERCHANDISE AT U. S. PORTS.

Exports (Domestic and Foreign.)	1882.		1881.	
	August.	Since Jan. 1.	August.	Since Jan. 1.
New York	\$3,361,881	\$221,005,334	\$3,214,465	\$252,983,287
New Orleans	2,487,234	41,317,378	3,041,648	63,800,147
Baltimore	7,385,194	25,033,738	6,622,098	42,775,238
Boston, &c.	4,161,332	37,588,737	6,865,590	50,238,194
Philadelphia	4,087,168	22,761,650	4,713,501	28,232,843
San Francisco	4,128,052	31,929,864	4,041,999	25,783,123
All other ports	7,000,295	79,758,913	7,015,417	92,013,147
Total	62,611,156	459,395,614	67,514,718	555,905,969
Imports.				
New York	46,129,143	350,418,696	44,278,067	300,480,034
New Orleans	358,492	7,334,870	599,922	8,157,672
Baltimore	1,459,132	9,744,535	1,406,360	10,889,561
Boston, &c.	5,858,502	52,451,140	5,265,867	45,790,379
Philadelphia	3,474,279	27,931,118	2,682,916	21,914,965
San Francisco	4,669,285	29,936,983	3,313,988	24,464,263
All other ports	3,948,762	35,468,469	4,184,173	29,874,738
Total	65,697,595	513,296,111	61,731,293	441,511,642

The exports, though 5 millions smaller than a year ago, yet reach a very fair aggregate. The total (\$62,611,156) is over 8 millions above that of July, over 11½ millions above June, over 13½ millions above May, and has only twice been exceeded this year, namely in January and March, and then but slightly, though in every month of 1881, barring September, higher aggregates prevailed. In interpreting these exports it should be borne in mind that as yet there is but one favoring influence as opposed to a number of adverse features in the export trade. Of provisions we have scarcely anything to export—such has been the effect of last summer's drought and the previous winter's destruction of cattle on the plains—and of corn our granaries are entirely bare, almost eliminating that item from our export statistics.

Against all this we have only one offset—a free and full movement of wheat of the winter variety, and it is to this that our relatively large exports in August are due. For instance, while last year we sent out 14,378,024 bushels of that cereal, in August 1882 we sent out 20,821,097 bushels, an increase of 6½ million bushels; and this increased values just about 6½ million dollars, the total value of the wheat exports this year being \$24,289,332, against \$17,764,165 last August. The flour exports contributed a gain of half a million more, since this year we shipped 676,115 barrels valued at \$4,139,599, while last year we shipped only 598,876 barrels valued at \$3,562,674. But the corn exports were only about 4 per cent of last year's amount—that is they were but a quarter of a million bushels this year, while last year they were about 6¼ million bushels, which has caused a loss in values of 3¼ million dollars. This loss in corn cut down the gain resulting from wheat so that the total bread-stuffs exports are only about 3¼ million dollars more than those for August 1881. These facts are brought out in

the subjoined tabulation, giving the individual items of breadstuffs exports in the two years.

EXPORTS OF BREADSTUFFS DURING AUGUST AND SINCE JAN. 1.

August.	Quantity.		Value.	
	1882.	1881.	1882.	1881.
Barley.....bush.	23,135	9,805	\$ 18,172	\$ 5,279
Corn.....bush.	269,123	6,704,984	243,101	4,050,355
Corn-meal.....bbls.	19,510	28,689	82,694	91,109
Oats.....bush.	30,200	64,660	19,127	24,121
Rye.....bush.	66,629	46,277	72,962	45,818
Wheat.....bush.	20,821,097	14,378,024	24,289,332	17,764,165
Wheat-flour.....bbls.	676,115	598,876	4,139,599	3,562,674
Total.....			28,864,987	25,547,521
Since Jan. 1.				
Barley.....bush.	88,401	88,078	64,649	46,900
Corn.....bush.	10,794,379	57,004,310	8,189,227	32,833,229
Corn-meal.....bbls.	153,616	297,942	576,347	874,793
Oats.....bush.	161,606	247,778	99,489	117,913
Rye.....bush.	761,731	731,560	715,746	783,119
Wheat.....bush.	64,169,086	81,795,745	75,666,301	94,189,803
Wheat-flour.....bbls.	4,028,702	5,014,093	24,703,944	28,659,448
Total.....			110,015,703	157,505,205

The provisions figures, too, confirm our remark above with regard to them. The total for the month foots up only \$6,238,317, against \$10,395,992 in August, 1881, a falling off of over 4 million dollars, or 40 per cent. The decrease is not confined to the articles usually termed "hog products"—such as bacon, hams, lard and pork, the supply of which is closely dependent upon the yield of corn—but also embraces beef, fresh and salted, tallow, and even extends to dairy products, butter and cheese. Not one of these but shows a heavy diminution from August last year. And the same is true of the figures for the eight months to August 31, as will be seen by the following exhibit.

EXPORTS OF PROVISIONS, &c., IN AUGUST AND SINCE JAN. 1.

August.	Pounds.		Value.	
	1882.	1881.	1882.	1881.
Beef, fresh and salted.....	4,206,673	11,550,267	432,169	1,090,352
Bacon and hams.....	17,131,067	44,651,532	2,104,366	4,298,318
Lard.....	8,988,374	11,542,294	1,156,608	1,323,726
Pork.....	3,216,250	5,313,225	348,813	461,834
Tallow.....	2,153,021	5,368,194	186,684	364,942
Butter.....	494,433	3,244,362	103,947	620,232
Cheese.....	17,731,353	20,741,517	1,905,590	2,236,588
Total.....			6,238,317	10,395,992
Since Jan. 1.				
Beef, fresh and salted.....	58,158,395	97,606,825	5,486,027	8,705,450
Bacon and hams.....	251,759,137	451,012,315	29,666,968	39,345,394
Lard.....	148,208,501	206,877,444	17,522,167	21,474,618
Pork.....	44,169,581	64,548,037	4,049,908	5,172,367
Tallow.....	30,148,793	55,129,254	2,522,131	3,722,980
Butter.....	4,728,121	16,658,295	956,074	3,177,076
Cheese.....	79,949,559	106,533,057	8,719,910	11,509,948
Total.....			65,923,185	93,107,833

As respects the breadstuffs movement at the different ports, there are one or two features that deserve notice. For instance, Boston has a decrease, though New York, Baltimore and Philadelphia, all have an increase. Examining the figures a little more closely, we find that the decrease at Boston is due entirely to the contraction in the corn movement, for in wheat and flour there was an increase. Instead of 982,296 bushels of corn, as last year, Boston only sent out 5,385 bushels in August, 1882, and this reduced values about \$625,000. San Francisco also shows a decrease in its breadstuffs exports, but here the diminution is solely in wheat, the cause for which is evident. Last year San Francisco had a large surplus of wheat left over from the preceding season, and there being a deficiency east of the Rocky Mountains, it had no difficulty in disposing of the same, and consequently its exports were unusually heavy. This year there is no such surplus from the previous year, and there being a full supply on the Atlantic coast, San Francisco occupies a less prominent position. A small decrease therefore in its total is not surprising. New Orleans, on the other hand, presents a very noticeable increase. Its total breadstuffs exports this year were

\$1,710,352, while last year they were only \$606,892; in 1880 they were \$1,511,622, so that this year there is a gain even over 1880. The increase is wholly in wheat, of which it sent out 1,472,799 bushels this year, against but 351,513 bushels in 1881, and it is interesting to observe that in this particular New Orleans is again becoming prominent. Annexed is a statement showing the breadstuffs and provisions exports from each port.

EXPORTS OF BREADSTUFFS AND PROVISIONS FROM LEADING PORTS.

Breadstuffs.	1882.		1881.	
	August.	Since Jan. 1.	August.	Since Jan. 1.
New York.....	\$ 11,956,074	\$ 48,004,008	\$ 10,871,586	\$ 68,392,414
New Orleans.....	1,710,352	2,813,725	606,892	9,117,879
Baltimore.....	6,606,159	14,697,795	5,192,226	28,182,929
Boston.....	1,363,246	7,159,972	1,449,718	11,065,912
Philadelphia.....	2,451,320	5,172,833	2,015,869	12,889,185
San Francisco.....	2,732,444	22,569,082	2,921,570	16,751,355
Other ports.....	2,023,192	9,598,268	2,459,960	11,111,532
Total.....	28,864,987	110,015,703	25,547,521	157,505,205
Provisions, &c.				
New York.....	4,631,156	45,361,339	7,245,136	63,244,708
New Orleans.....	6,817	43,739	2,790	143,790
Baltimore.....	20,972	560,733	40,673	4,203,006
Boston.....	828,306	10,678,728	2,187,376	17,662,631
Philadelphia.....	326,873	5,795,418	651,313	4,944,930
San Francisco.....	39,958	247,325	31,392	245,508
Other ports.....	375,235	3,235,903	237,312	2,663,260
Total.....	6,238,317	65,923,185	10,395,992	93,107,833

The total decrease on all articles of merchandise exported, is pretty nearly five millions. Of this amount we have accounted for above—by an increase in breadstuffs of about 3½ millions, and a decrease in provisions of about 4 millions—a net decrease of three quarters of a million dollars. In addition to that there is a loss on cotton shipments which makes up a large part of the remainder of the five millions decrease, only about 82,000 bales being exported in August, 1882, against about 128,000 bales in August, 1881.

Imports continue very large. The total for August is \$65,697,595, or but a trifle below the total for July, and for full six months now this high average has been maintained, a thing unprecedented in our history. For the eight months of the calendar year to August 31 the imports this year exceed those of last year by 72 millions, an average increase of 9 millions a month or over 100 millions a year. Furthermore the goods seem to enter into consumption as fast as received. We called attention in our previous review to the larger stocks accumulating in warehouses since the early part of the year, but such additions are usual during the summer months when merchants are preparing for the fall and winter trade, and this therefore did not occasion surprise. A movement in the opposite direction seems already to have begun, for while at the end of July the total in warehouses was reported at \$38,268,713, at the end of August it was reported at only \$34,337,885, a reduction of four millions in one month. It is clear that these heavy imports, if continued, will go a great ways towards lessening previous years' large favorable balances.

Judging from the figures for the port of New York, for September, we should say that we had not as yet made any very great progress in reversing the balance of trade. In support of this idea, we give the following statement of the imports and exports at this port during four weeks of September this year and last, made up from the figures furnished weekly by the Custom House.

IMPORTS AND EXPORTS AT NEW YORK.

Imports.	1882.		1881.	Exports.	1882.		1881.
	\$				\$		
Wk. end'g—				Wk. end'g—			
September 8	10,214,834		9,078,635	September 12	6,660,613		7,047,356
" 15	9,815,573		8,601,422	" 19	7,161,211		8,345,639
" 22	10,203,306		10,958,395	" 26	8,283,264		8,953,660
" 29	10,291,260		9,402,591	October 3	7,604,027		7,537,795
Total.....	40,524,97		38,041,043	Total.....	29,709,115		31,884,450

Here we see that the imports are still gaining on those of last year, while the exports still continue smaller. The increase in the former for the four weeks is 2½ millions, while the decrease in the latter is 2 millions, giving a total loss from last year of 4½ millions. Should there be a corresponding loss at other ports, an excess of exports would seem doubtful, for in September, 1881, the total excess was only 6¼ millions.

And this demonstrates that there cannot have been anything in the present condition of our foreign trade to bring about the large reduction that has taken place lately in the rates of foreign exchange. For the eight months ended August 31, our merchandise imports exceeded our exports in the large sum of \$53,890,497, of which \$41,437,318 was settled for by exports of gold and silver, leaving us still in debt on merchandise alone to the amount of \$12,453,179. With such a debt outstanding against us, to be multiplied many times when the other items on which we become indebted to the outside world on our trade transactions are taken into consideration, we must look elsewhere for an explanation of the fall in the rates of foreign exchange, and we find it in an increasing supply of bills drawn against American securities sold or placed abroad and in quite an abundance of bills drawn against anticipated future shipments of grain and cotton.

COTTON CONSUMPTION AND OVERLAND MOVEMENT FOR SEPTEMBER.

We are able to-day to present to our readers a detailed statement of the overland movement for the month of September, and also the receipts, exports, spinners' takings, etc., during the same period.

OVERLAND MOVEMENT FOR SEPTEMBER.

The rail movement shows a large falling off for the month as compared with last year, but this is of no significance as it is due entirely to the lateness of the present crop. The gross figures for September reach 26,124 bales, against 46,862 bales for the same month in 1881, a difference in favor of last season of 20,738 bales. The net movement is also considerably below that of last year, the difference being 13,216 bales. Presented in our usual form the details for the month of September are as follows.

OVERLAND FROM SEPTEMBER 1 TO OCTOBER 1.

	1882.	1881.
Amount shipped—		
From St. Louis	5,387	17,409
Over Illinois Central	4	83
Over Cairo & Vincennes	1,576	6,265
Over the Mississippi River, above St. Louis	14,844	3,485
Over Evansville & Terre Haute .....	.....	268
Over Jeffersonville Madison & Indianapolis	896	5,006
Over Ohio & Mississippi Branch	826	4,045
Over Louisville Cincinnati & Lexington	1,137	4,605
Receipts at Cincinnati by Ohio River	349	193
Receipts at Cincinnati by Cincinnati Southern	752	5,061
Over other routes	92	37
Shipped to mills, not included above	261	402
Total gross overland	26,124	46,862
Deduct—		
Receipts overland at New York, Boston, &c.	7,595	8,628
Shipments between (or South from) Western interior towns	55	296
Shipments inland (not otherwise deducted) from—		
Galveston	50	.....
New Orleans	25	.....
Mobile	613	6,840
Savannah .....	.....	.....
Charleston .....	.....	.....
North Carolina ports .....	.....	.....
Virginia ports	106	202
Total to be deducted	8,444	15,966
Leaving total net overland*	17,680	30,896

* This total includes shipments to Canada by rail, which are this month 1,329 bales.

RECEIPTS, EXPORTS AND SPINNERS' TAKINGS.

For the same reason mentioned above, and as fully shown by our weekly totals, the receipts at the ports during September have been less than for the same month in 1881. The falling off has been 103,121 bales. The exports to foreign ports reached during the month 140,496 bales, against 195,101 bales for the same period in 1881, a difference in favor of last season of 54,605 bales. The stocks at the outports are now 162,964 bales, and the interior towns stock 78,000 bales, less than on October 1 last year. The receipts and exports during the month, together with the stocks at the close of the month, and the totals for last year are given in the following table.

Movement from Sept. 1, 1882, to Oct. 1, '82.	Receipts since Sept. 1, 1882.	Exported since Sept. 1, 1881, to—				Stocks Oct. 1.
		Great Britain.*	France.	Continent.	Total.	
Galveston ..	73,739	9,817	.....	1,040	10,857	32,872
Ind'n'a. &c.	4,654	.....	.....	.....	.....	.....
N. Orleans ..	45,938	14,887	8,980	.....	23,867	47,008
Mobile	22,804	.....	.....	.....	.....	5,920
Florida	312	.....	.....	.....	.....	.....
Savannah ..	82,713	.....	.....	.....	.....	43,116
Br'nsw. &c.	1,344	.....	.....	.....	.....	.....
Charleston ..	53,470	.....	.....	.....	.....	34,518
Pt. Roy. &c.	24	.....	.....	.....	.....	.....
Wilmington ..	9,346	.....	.....	.....	.....	4,447
M'leh. C. &c.	436	.....	.....	.....	.....	.....
Norfolk	19,714	.....	.....	.....	.....	3,767
City Pt. &c.	4,567	.....	.....	.....	.....	.....
New York	1,199	58,006	5,003	11,036	74,045	38,911
Boston	4,456	9,637	.....	.....	9,637	1,790
Baltimore	627	10,189	300	4,129	14,618	2,919
Phila. &c.	1,313	7,472	.....	.....	7,472	3,672
Total	326,656	110,008	14,283	16,205	140,496	218,941
Total 1881 ..	429,777	157,381	14,870	22,850	195,101	381,905

* Great Britain exports include to the Channel.

Using the facts disclosed by the foregoing statements, we shall find that the portion of the crop which has reached a market through the outports and overland, and the Southern consumption, in September this year and last year, is as follows.

	1882.	1881.
Receipts at the ports to October 1	326,656	429,777
Net shipments overland during same time	17,680	30,896
Total receipts	344,336	460,673
Southern consumption since September 1	28,000	20,000
Total to October 1	372,336	480,673

The decrease in the amount of cotton marketed during September 1882 is thus seen to be 108,337 bales. To determine the portion which has gone into the hands of Northern spinners during the same period, we have prepared the following.

Total receipts in September, 1882, as above	372,336
Stock on hand commencement of year (Sept. 1, 1882)—	
At Northern ports	98,892
At Southern ports	21,830—120,722
At Providence, &c., Northern interior markets ..	3,510—
Total supply during September, 1882	496,568
Of this supply there has been exported	
to foreign ports during Sept., 1882	140,496
Less foreign cotton included	726—
Sent to Canada direct from West	1,329
Burnt North and South	3
Stock on hand end of month (Oct. 1, 1882)—	
At Northern ports	bales 47,292
At Southern ports	171,649
At Providence, &c., Northern interior markets ..	2,933—
Total takings by spinners in September, 1882	133,587
Taken by Southern spinners	28,000
Taken by Northern spinners in September, 1882	105,587
Taken by Northern spinners in September, 1881	95,408
Increase in takings by Northern spinners this year ..	10,179

The above indicates that Northern spinners had during September taken 105,587 bales, an increase from the corresponding period of 1881 of 10,179 bales. Our last year's figures for consumption are revised in accordance with the revision in the receipts at City Point, &c.

AMOUNT OF CROP NOW IN SIGHT.

In the foregoing we have the number of bales which have already been marketed this year and last year. An

additional fact of interest is the total of the crop which was in sight on October 1, compared with a year ago. We reach that point by adding to the above the stocks remaining at that date at the interior towns, less stock held by them at the beginning of the season. In this manner we find the result for the two years on October 1 to be as follows.

	1882.	1881.
Total stocked, as above.....bales.	372,336	480,673
Interior towns in excess of Sept. 1.....	30,000	70,000
Total in sight.....bales	402,336	550,673

This indicates that the decreased movement up to this date of the present year is 148,337 bales.

WEIGHT OF BALES.

To furnish a more exact measure of the receipts up to October 1, we give below our usual table of the weight of bales. We give for comparison the figures for the same time last season.

	Month of September, 1882.			Same month in 1881.
	Number of Bales.	Weight in Pounds.	Average Weight.	
Texas.....	78,393	41,491,063	529.27	510.53
Louisiana.....	45,938	22,142,116	482.00	480.00
Alabama.....	22,804	11,447,608	502.00	502.00
Georgia.....	84,369	41,903,551	496.67	476.25
South Carolina.....	53,494	25,677,120	480.00	470.00
Virginia.....	24,281	11,970,533	493.00	480.05
North Carolina.....	9,782	4,646,450	475.00	468.00
Tennessee, &c.....	53,275	26,184,662	491.50	469.66
Total.....	372,336	185,463,103	498.10	482.55

* Including Florida.

It will be noticed that the movement during September shows an increase in the average weight as compared with the same month last year, the average this year being 498.10 lbs. per bale, against 482.55 lbs. per bale for the same month of 1881.

THE COTTON GOODS TRADE IN SEPTEMBER

Trade was generally quiet and the tone of the market less firm, owing to the decline in the staple and a slight accumulation of certain fabrics. The best makes of plain and colored cottons are unchanged in price, but some low grade fabrics, including print cloths, are unquestionably easier, with a drooping tendency.

SEPT'BER.	1882.			1881.			1880.		
	Cott'n low mid-ling.	Print- ing, cloths, stand- 64x64	Sheet- ing, stand- ard.	Cott'n low mid-ling.	Print- ing, cloths, stand- 64x64	Sheet- ing, stand- ard.	Cott'n low mid-ling.	Print- ing, cloths, stand- 64x64	Sheet- ing, stand- ard.
1.....	12 ¹⁰ / ₁₆	3.85	8 ¹⁴ / ₁₆	11 ¹¹ / ₁₆	3 ⁷ / ₈	8 ¹⁴ / ₁₆	11 ¹⁴ / ₁₆	3 ⁷ / ₈	7 ³ / ₄
2.....	12 ¹⁰ / ₁₆	3.85	8 ¹⁴ / ₁₆	11 ¹¹ / ₁₆	3 ⁷ / ₈	8 ¹⁴ / ₁₆	11 ¹⁴ / ₁₆	3 ⁷ / ₈	7 ³ / ₄
3.....	12 ¹⁰ / ₁₆	3.85	8 ¹⁴ / ₁₆	11 ¹¹ / ₁₆	3 ⁷ / ₈	8 ¹⁴ / ₁₆	11 ¹⁴ / ₁₆	3 ⁷ / ₈	7 ³ / ₄
4.....	12 ¹⁰ / ₁₆	3.85	8 ¹⁴ / ₁₆	11 ¹¹ / ₁₆	3 ⁷ / ₈	8 ¹⁴ / ₁₆	11 ¹⁴ / ₁₆	3 ⁷ / ₈	7 ³ / ₄
5.....	12 ¹⁰ / ₁₆	3.85	8 ¹⁴ / ₁₆	11 ¹¹ / ₁₆	3 ⁷ / ₈	8 ¹⁴ / ₁₆	11 ¹⁴ / ₁₆	3 ⁷ / ₈	7 ³ / ₄
6.....	12 ¹⁰ / ₁₆	3.85	8 ¹⁴ / ₁₆	11 ¹¹ / ₁₆	3 ⁷ / ₈	8 ¹⁴ / ₁₆	11 ¹⁴ / ₁₆	3 ⁷ / ₈	7 ³ / ₄
7.....	12 ¹⁰ / ₁₆	3.85	8 ¹⁴ / ₁₆	11 ¹¹ / ₁₆	3 ⁷ / ₈	8 ¹⁴ / ₁₆	11 ¹⁴ / ₁₆	3 ⁷ / ₈	7 ³ / ₄
8.....	12 ¹⁰ / ₁₆	3.85	8 ¹⁴ / ₁₆	11 ¹¹ / ₁₆	3 ⁷ / ₈	8 ¹⁴ / ₁₆	11 ¹⁴ / ₁₆	3 ⁷ / ₈	7 ³ / ₄
9.....	12 ¹⁰ / ₁₆	3.85	8 ¹⁴ / ₁₆	11 ¹¹ / ₁₆	3 ⁷ / ₈	8 ¹⁴ / ₁₆	11 ¹⁴ / ₁₆	3 ⁷ / ₈	7 ³ / ₄
10.....	12 ¹⁰ / ₁₆	3.85	8 ¹⁴ / ₁₆	11 ¹¹ / ₁₆	3 ⁷ / ₈	8 ¹⁴ / ₁₆	11 ¹⁴ / ₁₆	3 ⁷ / ₈	7 ³ / ₄
11.....	12 ¹⁰ / ₁₆	3.85	8 ¹⁴ / ₁₆	11 ¹¹ / ₁₆	3 ⁷ / ₈	8 ¹⁴ / ₁₆	11 ¹⁴ / ₁₆	3 ⁷ / ₈	7 ³ / ₄
12.....	12 ¹⁰ / ₁₆	3.85	8 ¹⁴ / ₁₆	11 ¹¹ / ₁₆	3 ⁷ / ₈	8 ¹⁴ / ₁₆	11 ¹⁴ / ₁₆	3 ⁷ / ₈	7 ³ / ₄
13.....	12 ¹⁰ / ₁₆	3.85	8 ¹⁴ / ₁₆	11 ¹¹ / ₁₆	3 ⁷ / ₈	8 ¹⁴ / ₁₆	11 ¹⁴ / ₁₆	3 ⁷ / ₈	7 ³ / ₄
14.....	12 ¹⁰ / ₁₆	3.85	8 ¹⁴ / ₁₆	11 ¹¹ / ₁₆	3 ⁷ / ₈	8 ¹⁴ / ₁₆	11 ¹⁴ / ₁₆	3 ⁷ / ₈	7 ³ / ₄
15.....	12 ¹⁰ / ₁₆	3.85	8 ¹⁴ / ₁₆	11 ¹¹ / ₁₆	3 ⁷ / ₈	8 ¹⁴ / ₁₆	11 ¹⁴ / ₁₆	3 ⁷ / ₈	7 ³ / ₄
16.....	12 ¹⁰ / ₁₆	3.85	8 ¹⁴ / ₁₆	11 ¹¹ / ₁₆	3 ⁷ / ₈	8 ¹⁴ / ₁₆	11 ¹⁴ / ₁₆	3 ⁷ / ₈	7 ³ / ₄
17.....	12 ¹⁰ / ₁₆	3.85	8 ¹⁴ / ₁₆	11 ¹¹ / ₁₆	3 ⁷ / ₈	8 ¹⁴ / ₁₆	11 ¹⁴ / ₁₆	3 ⁷ / ₈	7 ³ / ₄
18.....	12 ¹⁰ / ₁₆	3.85	8 ¹⁴ / ₁₆	11 ¹¹ / ₁₆	3 ⁷ / ₈	8 ¹⁴ / ₁₆	11 ¹⁴ / ₁₆	3 ⁷ / ₈	7 ³ / ₄
19.....	12 ¹⁰ / ₁₆	3.85	8 ¹⁴ / ₁₆	11 ¹¹ / ₁₆	3 ⁷ / ₈	8 ¹⁴ / ₁₆	11 ¹⁴ / ₁₆	3 ⁷ / ₈	7 ³ / ₄
20.....	12 ¹⁰ / ₁₆	3.85	8 ¹⁴ / ₁₆	11 ¹¹ / ₁₆	3 ⁷ / ₈	8 ¹⁴ / ₁₆	11 ¹⁴ / ₁₆	3 ⁷ / ₈	7 ³ / ₄
21.....	12 ¹⁰ / ₁₆	3.85	8 ¹⁴ / ₁₆	11 ¹¹ / ₁₆	3 ⁷ / ₈	8 ¹⁴ / ₁₆	11 ¹⁴ / ₁₆	3 ⁷ / ₈	7 ³ / ₄
22.....	12 ¹⁰ / ₁₆	3.85	8 ¹⁴ / ₁₆	11 ¹¹ / ₁₆	3 ⁷ / ₈	8 ¹⁴ / ₁₆	11 ¹⁴ / ₁₆	3 ⁷ / ₈	7 ³ / ₄
23.....	12 ¹⁰ / ₁₆	3.85	8 ¹⁴ / ₁₆	11 ¹¹ / ₁₆	3 ⁷ / ₈	8 ¹⁴ / ₁₆	11 ¹⁴ / ₁₆	3 ⁷ / ₈	7 ³ / ₄
24.....	12 ¹⁰ / ₁₆	3.85	8 ¹⁴ / ₁₆	11 ¹¹ / ₁₆	3 ⁷ / ₈	8 ¹⁴ / ₁₆	11 ¹⁴ / ₁₆	3 ⁷ / ₈	7 ³ / ₄
25.....	11 ¹⁰ / ₁₆	3.85	8 ¹⁴ / ₁₆	11 ¹¹ / ₁₆	3 ⁷ / ₈	8 ¹⁴ / ₁₆	11 ¹⁴ / ₁₆	3 ⁷ / ₈	7 ³ / ₄
26.....	11 ¹⁰ / ₁₆	3.85	8 ¹⁴ / ₁₆	11 ¹¹ / ₁₆	3 ⁷ / ₈	8 ¹⁴ / ₁₆	11 ¹⁴ / ₁₆	3 ⁷ / ₈	7 ³ / ₄
27.....	11 ¹⁰ / ₁₆	3.85	8 ¹⁴ / ₁₆	11 ¹¹ / ₁₆	3 ⁷ / ₈	8 ¹⁴ / ₁₆	11 ¹⁴ / ₁₆	3 ⁷ / ₈	7 ³ / ₄
28.....	11 ¹⁰ / ₁₆	3.85	8 ¹⁴ / ₁₆	11 ¹¹ / ₁₆	3 ⁷ / ₈	8 ¹⁴ / ₁₆	11 ¹⁴ / ₁₆	3 ⁷ / ₈	7 ³ / ₄
29.....	11 ¹⁰ / ₁₆	3.84	8 ¹⁴ / ₁₆	11 ¹¹ / ₁₆	3 ⁷ / ₈	8 ¹⁴ / ₁₆	11 ¹⁴ / ₁₆	3 ⁷ / ₈	7 ³ / ₄
30.....	11 ¹⁰ / ₁₆	3.84	8 ¹⁴ / ₁₆	11 ¹¹ / ₁₆	3 ⁷ / ₈	8 ¹⁴ / ₁₆	11 ¹⁴ / ₁₆	3 ⁷ / ₈	7 ³ / ₄

The above prices are—For cotton, low middling upland at New York; for printing cloths, manufacturers' prices; for sheetings, agents' prices which are subject to an average discount of 5 per cent.

FINANCIAL REVIEW OF SEPTEMBER, 1882.

There was much interest centred in the working of the money market during September, and more than the ordinary apprehension seemed to be shown that the Fall months might be embarrassed by stringent money both in commercial transactions and at the Stock Exchange. The city banks ran below the requirement of 25 per cent legal reserve, and in the latter part of the month the rates to borrowers on stock collaterals went up as high as 20 per cent per annum for call loans, and prime commercial paper sold at 7@9 per cent. For a day or two the old method of quoting loans was revived, and 1-16 to $\frac{1}{2}$ per cent a day was charged as commissions on call loans. To government bond dealers the rates on loans was not above 5@6 per cent; but this only applied to those trust funds loaned out on government bonds only. Secretary Folger called in \$25,000,000 bonds to be paid December 23, and offered to pay off \$5,000,000 per week without rebate of interest.

Commercial paper sympathized more closely than usual with the call loan market, or with the rate for time loans on stock collaterals. A reason for this was found in the fact that banks had been lending more and more to borrowers on stock and bond collaterals, and now, under the Kiernan law, they were at liberty to accept the highest rates going on call loans in sums of \$5,000 and upward, so that there was little inducement for them to discount notes of two to four months, if they could keep their funds in hand and use them more profitably by lending subject to call. Then the failure of Mr. Alonzo Follett, with its attendant complications, created an unpleasant feeling for the moment, which had a certain influence on the paper market.

The exchange of U. S. 3 $\frac{1}{2}$ per cents into the new 3 per cents was suspended on Sept. 20, and the total amount presented up to that date was about \$260,000,000.

In the stock market there was much disappointment, and in place of the advance which had been looked for in consequence of the large yield of the crops, there was a decline, and in a few stocks serious breaks occurred, which had a bad effect on the whole market. It was commonly reported that Mr. Gould was bearish and willing to see a decline, and this was apparently corroborated to some extent by the small support given by him to sustain the falling market. The Louisville & Nashville and Denver & Rio Grande stocks were among the most prominent of those which fell off so heavily as to exert a weakening influence on the rest of the market. Delaware Lackawanna & Western also declined sharply on the lease by it of the N. Y. Lack. & Western line with a guarantee of 5 per cent on the \$10,000,000 stock.

Foreign Exchange was heavy during September as commercial bills became more abundant, and owing to the negotiation of some new railroad loans abroad, but probably more to the sale of stocks and bonds in London for account of the New York market. The relative prices in the two markets frequently admitted of the sale of securities in London at a profit.

The statements of the New York City Clearing House banks in each week of September were as follows:

NEW YORK CITY BANK MOVEMENTS IN SEPTEMBER.

New York City Bank Statements.	Sept. 2.	Sept. 9.	Sept. 16.	Sept. 23.	Sept. 30.
Loans and disc'ts.	\$392,350,500	\$329,907,700	\$320,570,300	\$325,688,600	\$319,397,000
Specie	54,241,900	51,533,100	52,632,700	51,018,500	48,423,000
Circulation	18,292,100	18,329,700	18,371,300	18,637,400	18,799,800
Net deposits	308,853,300	303,187,500	301,821,300	297,389,300	288,628,600
Legal tenders	22,840,400	22,361,500	21,811,400	21,541,400	21,048,800
Legal reserve	\$77,938,325	\$75,790,575	\$75,459,075	\$74,347,325	\$72,157,225
Reserve held	77,082,300	73,914,600	74,444,100	72,075,500	70,069,800
Surplus	\$156,025	\$1,882,275	\$1,011,975	\$2,271,825	\$2,057,425
Range of call loans	3 @ 6	4 @ 10	4 @ 10	4 @ 8	7
Prime paper	5 @ 6 @ 6	6 @ 6	6 @ 6	6 @ 7	5 @ 6 1/4 p.d.

* Deficit.

The following summary shows the condition of the New York City Clearing-House banks, rate of foreign exchange, and prices of leading securities and articles of merchandise on or about the 1st of Oct., 1880, 1881 and 1882.

STATISTICAL SUMMARY ON OR ABOUT OCT. 1, 1880, 1881 AND 1882.

	1882.	1881.	1880.
New York City Banks—			
Loans and discounts.....	\$ 319,397,000	332,672,300	310,204,000
Specie.....	48,423,000	64,364,400	65,147,600
Cash on hand.....	13,499,800	19,675,300	1,882,500
Net deposit.....	288,628,800	314,317,300	294,906,900
Legal tenders.....	21,646,800	15,057,200	13,197,200
Legal reserve.....	72,157,225	78,579,325	73,701,725
Reserve held.....	\$ 70,069,890	\$ 80,011,600	\$ 78,344,800
Surplus.....	\$ 47,2,087,425	1,462,275	4,643,075
Money, Exchange, Silver—			
Call loans.....	5 20	5 26½ + 32	2 23
Prime paper, sixty days.....	7 10	5½ 26	5 5½
Silver in London, per oz.....	51 13½d.	51 1½d.	52½d.
Prime sterling bill, 60 days.....	4 81½	4 80½	4 81½
United States Bonds—			
6s, 1881, cou. (continued at 3½).....	.....	100½	.....
6s, currency, 1898.....	132	133	124
5s, 1881, (continued at 3½).....	100	101½	.....
4½s, 1891, coupon.....	112½	113½	103½
4s of 1907, coupon.....	118½	117½	107½
Railroad Stocks—			
New York Central & Hud. Riv.....	132¾	142¾	130
Erie (N. Y. L. E. & W.).....	41½	45½	39
Lake Shore & Mich. Southern.....	114½	124½	107¾
Michigan Central.....	96¾	91¾	95¾
Chicago Rock Island & Pacific.....	132¼	137¼	118¾
Illinois Central.....	128½	131	118
Chicago & North-western.....	124½	125½	105½
Chicago Milw. & St. Paul, com.....	107¼	112¼	91¼
Delaware Lack. & Western.....	137½	127½	89¼
Central of New Jersey.....	75½	95½	72¾
Machinery—			
Cotton, Middle's Uplands. ½ bbl.....	117½	113½	115
Wool, American No. 1.....	36½	34½	36½
Iron, Amer. pig, No. 1. ½ ton.....	26 00 25 50	24 50 25 50	25 50 27 50
Wheat, No. 2 red win. ½ bush.....	1 06½ 1 08	1 53 1 53½	1 08½ 1 08¾
Corn, Western mixed. ½ bush.....	62 20 70½	70 27 6½	51 25 52
Pork, mess.....	22 00	19 87½ 20 50	16 50 21 50

CLOSING PRICES OF GOVERNMENT SECURITIES IN SEPT, 1882.

<i>Sept.</i>	6s, <i>con-</i> <i>tin'd</i> at 3½	5s, <i>con-</i> <i>tin'd</i> at 3½	4½s, 1891, <i>coup.</i>	4s, 1907, <i>coup.</i>	6s, 1898, <i>reg.</i>	<i>Sept.</i>	6s, <i>con-</i> <i>tin'd</i> at 3½	5s, <i>con-</i> <i>tin'd</i> at 3½	4½s, 1891, <i>coup.</i>	4s, 1907, <i>coup.</i>	6s, 1898, <i>reg.</i>
1						19					
2						20					
3			S	119 ⁷ / ₈		21					
4				119 ⁷ / ₈		22			113	120 ¹ / ₈	
5						23			113		
6						24			S		
7	101					25					
8				119 ⁷ / ₈		26		100 ⁵ / ₈		119 ³ / ₈	
9				120 ¹ / ₈		27					
10			S			28				119 ⁵ / ₈	
11						29				119 ⁵ / ₈	
12		101 ⁵ / ₈		120 ¹ / ₈		30			112 ⁷ / ₈	119 ⁵ / ₈	
13		101 ⁵ / ₈									
14		101 ¹ / ₂		120 ¹ / ₄		Open	101	111	113	119 ⁷ / ₈	
15		101 ¹ / ₂				High	101 ¹ / ₈	113	113	120 ¹ / ₄	
16		101 ¹ / ₄				Low	100 ⁵ / ₈	112 ⁷ / ₈	112 ⁷ / ₈	119 ⁵ / ₈	
17			S			Clos.	100 ⁵ / ₈	112 ⁷ / ₈	112 ⁷ / ₈	119 ⁵ / ₈	
18				120 ¹ / ₈							

CLOSING PRICES OF CONSOLS AND U. S. SECURITIES AT LONDON IN SEPT.

Sept.	Cons'ls for money.	5s ext. at 3½.	4½s of 1891.	4s of 1907.	Sept.	Cons'ls for money.	5s ext. at 3½.	4½s of 1891.	4s of 1907.
1	9911 ₁₆	102½	115½	122½	20	99½	102½	115½	121½
2	9911 ₁₆	102½	115½	122½	21	9913½	102½	115½	121½
3	S.	102½	115½	122½	22	9915½	102½	115½	121½
4	9911½	102½	115½	122½	23	1001½	102½	115½	121½
5	9916½	102½	115½	122½	24	S.	102½	115½	121½
6	9911½	102½	115½	122½	25	100½	102½	115½	121½
7	9911½	102½	115½	122½	26	100½	102½	115½	121½
8	9913½	102½	115½	122½	27	100½	102½	115½	121½
9	99½	103½	115½	122½	28	100½	102½	115½	121½
10	S.	103½	115½	122½	29	100½	102½	115½	121½
11	99½	103½	115½	122½	30	100½	103	115½	121½
12	99½	103½	115½	122½					
13	9911½	103½	115½	122½	Opening	9911½	102½	115½	122½
14	99½	103½	115½	122½	Highest	100½	103½	116	123
15	99½	103½	115½	122½	Lowest	100½	103	115½	121½
16	9913½	103½	115½	122½	Closing	100½	103	115½	121½
17	S.	103½	115½	122½	S'ce Jan. 1	—	—	—	—
18	99½	103½	115½	122½	Highest	102½	105½	118½	124½

The following table will show the lowest, highest and closing prices of railway and miscellaneous stocks at the N. Y. Stock Exchange during the months of August and September.

RANGE OF STOCKS IN AUGUST AND SEPTEMBER.

RAILROADS.	July 31.	August.		September.			
		Low.	High.	Aug. 31.	Low.	High.	Sep. 30.
Allegheny Central					267½	34½	277½
Aitch, Top. & San. Fe.		91	95½		93½	95½	
Bost. & N. Y. Air L. of.	78	76½			79	82½	
Burl. Ced. Rap. & N.		79	81½	81	80	84	80
Canada Southern	62½	60½	65½	63½	61½	68½	62½
Cedar Falls & Minn.		21	27		25	25½	
Central Iowa					30½	35	
Central of N. Jersey.		79½	76	82½	77½	76	76½
Central Pacific	\$9½	91½	90½	93	91½	91½	91½
Ches. & Ohio		23½	24½	25½	24	26½	24
Do 1st pref.		38½	35½	39½	37	38	41½
Do 2d pref.		26½	26	27½	26	25	29

* Prices bid. † Prices asked ‡ Ex privilege. § Ex dividend

RAILROADS.		July 31.	August.			September.		
		Low.	High.	Aug 31.	Low.	High.	Sep 30.	
Chicago & Alton.....	139½	138	145½	.....	138½	144½	139½
Do pref.		146	146					
Chic. Burl. & Quincy.....	1134	133½	141	136½	131½	137	131½	
Chic. Mil. & St. Paul.....	120½	119½	125	124	1107½	128½	1107½	
Do pref.	131½	134	139½	137½	142½	144½	142½	
Chic. & Northwest.....	137½	137	150	147½	144½	150½	147½	
Chic. & Rock Island.....	133½	133	140½	138	133½	140	133½	
Chic. St. L. & N. Orl'ns		76	80		76½	80		
Chic. St. P. Minn. & O.		50	49½	55½	50½	55½		
Do pref.	109½	108½	114½	113½	108½	113½	108½	
Cin. San. & Clev.....		53	58½	53	53	57½	53	
Clev. & Col. Cin. & Ind.	84	78	89	81½	80½	85	81½	
Col. Del. & Balt., guar.		137	139	*137	139	139		
Col. Del. & Ind. Cent.		15½	10½	15½	*12½	8	14	
Danbury & Norwalk.....					69	69		
Del. Laok. & West'n.	*127½	136½	150	145½	138½	150½	138½	
Denver & R. Grande	61½	55½	64½	57½	56½	61½	57½	
Dubuque & Sioux C.		92	96½		91	92½	91½	
East Tenn. Va. & Ga.		10	12	11	9½	11½	9½	
Do pref.	20	17½	19½	*18½	17	19½	17	
Evansv. & Terr. H.	77½	79	80		80	85½		
Georgia RR. & Bkg.					150	155		
Green B. Win. & St. P.		8½	11½		8½	13		
Hannibal & St. Jo.....					47	52	47	
Do pref.	*93½	92½	98½	93½	85	97½	87	
Harlem.....		205	205					
Houst. & Tex. Cent.	*88	80½	90	85	82	86		
Ill. Central.....	136½	143½	143	*138½	143½	139		
Indiana Bl. & W. Ind.	46½	42½	47	44½	44	49	44½	
Keok. & Des Moines.		18	18		38½	43	39	
Lake Erie & West.....	41	37½	43½	40½	38½	43	39	
Lake Shore.....	*114½	110½	117½	112½	110½	117	115	
Long Island.....	57½	56½	59½	59½	59½	65	62½	
Louisv. & Mo. River.		17	17½		19	19		
Louisville & Nashv.		70	76½	72½	62½	75½	63½	
Louisv. N. A. & Chic.	54½	70	70	57	63	69		
Manhattan.....	73½	51½	57	*53	49	53½		
Do 1st pref.		89	90½	*89	89½	91	49	
Do com.		51	56		49½	50½		
Manhattan Beach Co.	23½	19½	27	123	18	24½	18	
Mar'tta & Cin. 2d pf.		6	6½		6			
Memphis & Cha'ton.		55	61		51	62	54	
Metropolitan Elev.	83½	83	83	81	81	82	86	
Nichols & Central.....	97½	96½	101½	98½	96½	105	96½	
Mil. L. Sh. & W. pref.	54½	53½	58½	*57	54½	58		
Minnesota & St. L.	32½	32	34½	33½	31½	36½	32½	
Do pref.	67½	66½	69½	67½	67½	77	72½	
Mo. Kans. & Texas.....	40	37½	42½	39½	37½	41½	37½	
Missouri Pacific.....	105½	104½	109½	108½	106½	112½	*107½	
Mobile & Ohio.....	22	21½	23½	*22½	21	23½		
Morris & Essex.....		124½	128	127½	125½	128	128	
Nashville		59	63		59	63		
N. Y. Cent. & Hud. R.	135½	132½	138	133½	132½	137½	133	
N. Y. Chic. & St. Louis.	16½	15	17½	17½	14½	17½	14½	
Do pref.	35½	33½	37	36½	31½	37½	31½	
New York Elevated.		103	109	*107	104	104	105	
N. Y. Lake Erie & W.	40	38½	41½	39½	39½	43½	41	
Do pref.	79½	77	81½	81	80	87½	86	
N. Y. & New Eng'ld.		51½	55		53	60½		
N. Y. N. H. & Har'rd		180	191	*181	180	183	180	
N. Y. Ontario & W.	29½	25	30	26½	26½	29	27	
Do pref.		90	90					
No. folk & Western.....		18	20	20	21	21½		
Do pref.	56½	54	57½	56½	54½	60	57	
Northern Pacific.....	4½	48½	52½	50½	48½	54½	49½	
Do pref.	89½	89	97	93½	92½	100½	94½	
Ohio Central.....	18½	16½	19½	17½	17½	19	17½	
Ohio & Mississippi.....	38½	37½	40½	38½	38½	41½	38½	
Do pref.		107½	112					
Ohio Southern.....		15	19½	17	16½	20	17	
Oregon & Trans-Con.	86½	87	93½	90½	90½	98½	91	
Panama Tr. Co. etc's.	165	166	167		167	167		
P. pref. Deat. & E'ville.	37½	34	39	35½	33	37½	33½	
Phila. & Reading.....	60½	57	63	61	60½	66½	61	
Pittsb. & B. & O. guar.		130	140		139	139		
Rich. & A. St. R. tr. et		20	2		20	20		
Richmond & Danville	114½	112	123	*116½	110½	117½	109½	
Richmond & West Pt.	62½	60½	66½	62½	60	64½	60	
Rochester & Pittsb..	29½	24½	31	27½	23½	27½	24½	
St. L. Alton & T. H.....		35	35	43	39	40	50	
Do pref.	420	79½	89	*85	85½	91	87½	
St. L. & S. Francisco.	42½	46	49	43½	43½	43	44½	
Do pref.	60	58	61½	54½	57½	65	60	
St. Paul & Duluth.....	30	33	34	*33	33	37½	35	
Do pref.	83½	88	90	88	88½	96	93	
St. Paul Minn. & Man	131½	131	149½	146	146½	166½	156	
2d Ave. (N. Y. City).		170	18½					
South Carolina.....		22	29½		29	30		
Texas & Pacific.....	52½	48½	54½	58	47½	52½	47½	
Tol. Del. & B. & O.		16	16		15	15		
Union Pacific.....	116	114½	119½	116½	*108½	118½	*108½	
United Cos. of N. J.		188½	188½					
Virginia Midland.....		50	54					
Wab. St. L. & Pacific.	37½	34½	39½	37	35½	39½	35½	
Do pref.	67½	63	69½	66½	66½	70½	66½	
Warren.....		118	118					
TELEGRAPH.								
Amer. Tel. & Cable.....		51	54		73	74	73½	
American District.....		25½	30		25	27½		
Mutual Union.....		88½	88½	91	90½	*88½	93½	
West Union, ex cts's.								
EXPRESS.								
Adams.....	*133	139	140½	*140	140	143	*138	
American.....	95½	94	96	96	93½	99½	96	
United States.....	74½	74	75	74½	74	74	74	
Wells, Fargo & Co.....	*128	128	131½	*130	130	132	130	
COAL AND MINING.								
Cameron Coal.....	35½	35½	35½			25		
Cent. Arizona Min.....		42	42		42	46½	42	
Colorado Coal & Iron	48½	42	42	*32				
Consolidation Coal.....		32	32½					
Homestake Mining.....		*17½	*19½					
Maryland Coal.....		17	18		19½	23	18	
New Central Coal.....		40	40		38½	39½		
Ontario Silver Min'g.		11	10		10½	11		
Quicksilver Mining.....		150	45½	45½	45½	45½		
Do pref.	17	67½	14	\$8	6½	8	6½	
Standard Cons. Min'g								
VARIOUS.								
Del. & Hud. Canal.....	114½	114	119½	115½	112½	117½	113½	
N. Y. & Texas Land.	148½	141	155		50	50		
Pacific Mail.....	49½	43½	47½	44½	43½	47½	44	
Pullman Palace Car.	128½	127½	*135	*131½	128½	135½	129	
Sutro Tunnel.....		38	38		38	38		

* Prices bid. † Prices asked. ‡ Ex privilege. § Ex dividend

BANKERS' STERLING EXCHANGE (POSTED RATES) FOR SEPT. 1882.

Sept.	60 days.	De-mand.	Sept.	60 days.	De-mand.	Sept.	60 days.	De-mand.
1....	4 86	4 90	13....	4 85	4 89	24....	8....	4 88 1/2
2....	4 86	4 90	14....	4 85	4 89 1/2	25....	4 83 1/2	4 88 1/2
3....	8....	15....	15....	4 84 1/2	4 89 1/2	26....	4 83 1/2	4 88 1/2
4....	4 86	4 90	16....	4 84 1/2	4 89 1/2	27....	4 83 1/2	4 88 1/2
5....	4 86	4 90	17....	8....	4 89	28....	4 82 1/2	4 87 1/2
6....	4 86	4 90	18....	4 84 1/2	4 89	29....	4 82 1/2	4 87 1/2
7....	4 85	4 89 1/2	19....	4 84 1/2	4 89	30....	4 82	4 87
8....	4 85	4 89 1/2	20....	4 84	4 88 1/2			
9....	4 85	4 89	21....	4 84	4 88 1/2	Range		
10....	8....	22....	4 83 1/2	4 88	High	4 86	4 80	
11....	4 85	4 89	23....	4 83 1/2	4 88 1/2	Low.	4 82	4 87
12....	4 85	4 89						

THE DEBT STATEMENT FOR SEPTEMBER, 1882.

The following is the official statement of the public debt as it appears from the books and Treasurer's returns at the close of business on the last day of September, 1882:

INTEREST-BEARING DEBT.

Character of Issue.	Authorizing Act.	When Payable.	Interest Periods.	Amount Outstanding.	
				Registered.	Coupon.
6s of 1881*.	Mar. 3, '63	June 30, '81	J. & J.	\$3,693,200	\$.....
5s of 1881*.	July 14, '70	May 1, '81	Q.-F.	177,062,300	\$.....
3s of 1882.	July 12, '82	At option.	Q.-A.	237,233,200	\$.....
4 1/2s of 1891	July 14, '70	Sept. 1, '91	Q.-M.	186,864,450	63,135,560
4s of 1907..	July 14, '70	July 1, 1907	Q.-J.	567,309,500	171,606,750
				\$1,172,163,250	\$234,742,300
4s, ref. cts.	Feb. 26, '79			\$45,800	
3s, navy p. fd.	July 23, '68			14,000,000	
Aggregate of interest-bearing debt....				\$1,421,341,350	

* Continued at 3 1/2 per cent.

On the foregoing issues there is a total of \$1,532,344 interest over-due and not yet called for. The total current accrued interest to date is \$10,687,368.

DEBT ON WHICH INTEREST HAS CEASED SINCE MATURITY.

There is a total of over-due debt yet outstanding, which has never been presented for payment, of \$15,959,625 principal and \$515,030 interest. Of this interest, \$348,918 is on the principal of called bonds, which principal is as follows: 5-20s of 1862, \$366,900; do 1864, \$57,400; do 1865, \$70,550; consols of 1865, \$369,700; do 1867, \$862,450; do 1868, \$261,000; 10-40s of 1864, \$301,000; funded loan of 1881, \$849,600; 3's cert., \$5,000; 6s of 1861, continued at 3 1/2 per cent, \$1,539,500; 6s of 1863, continued at 3 1/2 per cent, \$6,855,200.

DEBT BEARING NO INTEREST.

Character of Issue.	Authorizing Act.	Amount.
Old demand notes....	July 17, '61; Feb. 12, '62.	\$59,485
Legal-tender notes....	Feb. 25, '62; July 11, '62; Mar. 3, '63	346,681,016
Certificates of deposit....	June 8, '72.	10,670,000
Gold certificates....	March 3, '63.	4,907,440
Silver certificates....	February 28, '78.	71,569,210
Fractional currency....	July 17, '62; Mar. 3, '63; June 30, '64.	\$15,404,012
Less amt. est'd lost or destr'yed, act J'e 21, '79		8,375,934
Aggregate of debt bearing no interest....		\$440,915,229
Unclaimed Pacific Railroad interest....		5,339

RECAPITULATION.

	Amount Outstanding.	Interest.
Interest-bearing debt—		
Bonds at 6 per cent, continued at 3 1/2..	\$3,693,200	
Bonds at 5 per cent, continued at 3 1/2..	177,062,300	
Bonds at 4 1/2 per cent.	250,000,000	
Bonds at 4 per cent.	738,916,250	
Bonds at 3 per cent.	237,233,200	
Refunding certificates	237,435,800	
Navy pension fund	14,000,000	
Total interest-bearing debt.....	\$1,421,341,350	\$12,219,712
Debt on which int. has ceased since maturity	15,959,625	515,030
Debt bearing no interest—		
Old demand and legal-tender notes....	346,740,501	
Certificates of deposit....	10,670,000	
Gold and silver certificates....	76,476,650	
Fractional currency....	7,028,078	
Total debt bearing no interest.....	\$440,915,229	
Unclaimed Pacific Railroad interest.....		5,339
Total.....	\$1,878,216,205	\$12,740,083
Total debt, principal and interest, to date	\$1,899,956,288	
Total cash in Treasury	246,836,064	
Debt, less cash in Treasury, Oct. 1, 1882.....	\$1,644,120,223	
Debt, less cash in Treasury, Sept. 1, 1882.....	1,658,926,171	
Decrease of debt during the past month.....	\$14,805,948	
Decrease of debt since June 30, 1882.....	\$14,794,237	
CURRENT LIABILITIES—		
Interest due and unpaid.....	\$1,532,344	
Debt on which interest has ceased.....	15,959,625	
Interest thereon.....	515,030	
Gold and silver certificates.....	76,476,650	
U. S. notes held for redemption of certificates of deposit.	10,670,000	
Cash balance available Oct. 1, 1882.....	141,682,415	
Total.....	\$246,836,064	
AVAILABLE ASSETS—		
Cash in the Treasury.....	\$246,836,064	

BONDS ISSUED TO THE PACIFIC RAILWAY COMPANIES.
INTEREST PAYABLE BY THE UNITED STATES.

Character of Issue.	Amount outstanding.	Interest paid by U. S.	Interest repaid by transportation	Balance of interest paid by U. S.
Central Pacific ..	\$25,885,120	\$21,899,448	\$3,827,300	\$17,423,875
Kansas Pacific ..	6,303,000	5,751,153	2,726,004	3,025,148
Union Pacific ..	27,236,512	23,323,659	8,490,734	14,832,924
Central Br. U. P. ..	1,600,000	1,453,808	133,091	1,313,789
Western Pacific ..	1,970,560	1,550,015	9,367	1,540,648
Sioux City & Pac. ..	1,628,320	1,366,598	99,969	1,266,693
Total.....	\$64,623,512	\$55,344,682	\$15,286,467	\$39,403,015

The Pacific Railroad bonds are all issued under the acts of July 1, 1862, and July 2, 1864; they are registered bonds in the denominations of \$1,000, \$5,000 and \$10,000; bear 6 per cent interest in currency, payable January 1 and July 1, and mature 30 years from their date.

UNITED STATES TREASURY STATEMENT.

The following statement, from the office of the Treasurer, was issued this week. It is based upon the actual returns from Assistant Treasurers, depositaries and superintendents of mints and assay offices:

LIABILITIES, OCTOBER 2, 1882.

Post-office Department account.....	\$6,122,345 92
Disbursing officers' balances.....	27,324,855 25
Fund for redemption of notes of national banks "failed," "In liquidation," and "reducing circulation".....	38,507,029 10
Undistributed assets of failed national banks.....	867,276 57
Five per cent fund for redemption of nat'l bank notes.....	15,085,152 67
Fund for redemption of national bank gold notes.....	344,729 00
Currency and minor-coin redemption account.....	4,479 05
Fractional silver-coin redemption account.....	77,931 45
Treasurer's account, Pacific Railroads and L. & P. Canal Co.	5,080 00
Treasurer U.S., agent for paying interest on D. C. bonds	244,671 50
Treasurer's transfer checks and drafts outstanding.....	9,062,325 09
Treasurer's general account—	
Interest due and unpaid.....	\$8,931,204 51
Matured bonds and interest.....	793,690 50
Called bonds and interest.....	14,882,218 49
Old debt.....	793,746 37
Gold certificates.....	4,907,440 00
Silver certificates.....	71,569,210 00
Certificates of deposit.....	10,670,000 00
Balance, including bullion fund.....	134,979,471 83

Total Treasurer's general account \$247,531,981 70
Less unavailable funds..... 695,916 77—\$246,836,064 93

ASSETS, OCTOBER 2, 1882.

Gold coin.....	\$101,298,686 88
Gold bullion.....	51,410,419 55
Standard silver dollars.....	92,236,649 00
Fractional silver coin.....	27,426,139 93
Silver bullion.....	3,313,565 26
Gold certificates.....	
Silver certificates.....	3,364,430 00
United States notes.....	31,948,158 41
National bank notes.....	6,828,306 08
National bank gold notes.....	440 00
Fractional currency.....	8,458 47
Deposits held by national bank depositaries.....	12,811,899 62
Minor coin.....	505,330 74
New York and San Francisco exchange.....	1,300,000 00
One and two-year notes, &c.....	1,127 52
Redeemed certificates of deposit, June 8, 1872.....	130,000 00
Quarterly interest checks and coin coupons paid.....	145,333 73
United States bonds and interest.....	6,527,231 51
Interest on District of Columbia bonds.....	2,902 83
Speaker's certificates.....	138,841 00
Pacific Railroad interest paid.....	2,610 00
	\$344,481,670 53

IMPORTS AND EXPORTS FOR AUGUST, AND FOR THE EIGHT AND TWELVE MONTHS ENDED AUGUST 31, 1882.

[Prepared by the Bureau of Statistics and corrected to Sept. 26, 1882.]

Below is given the second monthly statement for the current fiscal year of the imports and exports of the United States. The excess of imports or of exports of merchandise was as follows:

Month ended Aug. 31, 1882 (excess of imports).....	\$3,086,439
Month ended Aug. 31, 1881 (excess of exports).....	5,793,425
Eight months ended Aug. 31, 1882 (excess of imports).....	53,890,497
Eight months ended Aug. 31, 1881 (excess of exports).....	114,394,827
Twelve months ended Aug. 31, 1882 (excess of imports).....	4,945,145
Twelve months ended Aug. 31, 1881 (excess of exports).....	251,468,899

The excess of imports or of exports of gold and silver coin and bullion was as follows:

Month ended Aug. 31, 1882 (excess of exports).....	\$2,147,204
Month ended Aug. 31, 1881 (excess of imports).....	4,795,109
Eight months ended Aug. 31, 1882 (excess of exports).....	41,437,318
Eight months ended Aug. 31, 1881 (excess of imports).....	27,429,541
Twelve months ended Aug. 31, 1882 (excess of exports).....	19,539,411
Twelve months ended Aug. 31, 1881 (excess of imports).....	86,224,747

The total values of imports and of domestic and foreign exports for the month of Aug., 1882, and for the eight and twelve months ended Aug. 31, 1882, are presented in the following tables:

MERCHANDISE.

	For the month of August.	For the 8 months ended August 31.	For the 12 months ended August 31.
1882.—Exports—Domestic.....	\$61,257,844	\$447,542,982	\$718,873,138
Foreign.....	1,353,312	11,852,632	18,165,584
Total.....	\$62,611,156	\$459,395,614	\$737,038,722
Imports.....	\$65,697,595	513,256,111	741,983,917
Excess of exports over imports.....	\$.....	\$.....	\$.....
Excess of imports over exports.....	3,086,439	53,890,497	4,945,145
1881.—Exports—Domestic.....	\$66,416,712	\$542,832,745	\$876,015,615
Foreign.....	1,098,006	13,073,224	18,701,839
Total.....	\$67,514,718	\$555,905,969	\$894,717,454
Imports.....	61,731,293	441,511,642	643,248,555
Excess of exports over imports.....	\$5,783,425	\$114,394,327	\$251,468,899
Excess of imports over exports.....			

GOLD AND SILVER—COIN AND BULLION.

	For the month of August.	For the eight months ended August 31.	For the 12 months ended August 31.
1882.—Exports.—Dom.—Gold..	\$1,598,252	\$37,035,652	\$37,520,404
do Silver..	1,032,836	9,000,989	12,453,808
Foreign—Gold	208,397	1,291,975	1,337,538
do Silver..	455,061	3,502,557	4,998,306
Total	\$3,294,546	\$50,891,173	\$56,310,056
Imports—Gold	\$424,878	\$4,012,580	\$28,736,086
Silver	722,464	5,411,275	7,984,559
Total	\$1,147,342	\$9,423,855	\$36,720,645
Excess of exports over imports	\$2,147,204	\$41,467,318	\$19,589,411
1881.—Exports.—Dom.—Gold..	\$1,336,932	\$1,353,104	\$1,933,336
do Silver..	721,099	9,872,502	13,879,005
Foreign—Gold	41,716	720,124	770,010
do Silver..	314,099	2,302,204	4,301,810
Total	\$1,213,846	\$14,247,934	\$20,887,161
Imports—Gold	\$5,427,196	\$35,655,114	\$96,819,587
Silver	552,739	6,022,361	10,292,321
Total	\$6,000,955	\$41,677,475	\$107,111,908
Excess of exports over imports	\$4,796,109	\$27,429,541	\$86,224,747

TOTAL MERCHANDISE, COIN AND BULLION.

1882.—Exports.—Domestic	\$63,888,932	\$493,639,623	\$768,847,409
Foreign	2,016,770	16,647,164	24,501,428
Total	\$65,905,702	\$510,286,787	\$793,348,837
Imports	66,844,937	522,739,966	778,754,562
Excess of exports over imports	\$939,235	\$12,546,821	\$21,594,275
1881.—Exports.—Domestic	\$67,274,743	\$554,058,351	\$891,827,956
Foreign	1,453,821	16,695,552	23,776,659
Total	\$68,728,564	\$570,753,903	\$915,604,615
Imports	67,741,248	483,189,117	750,360,463
Excess of exports over imports	\$957,316	\$86,564,786	\$165,244,152

The following is a statement showing, by principal customs districts, the values of merchandise imported into and exported from the United States during the month of August, 1882:

Customs Districts.	Imports.	Domestic Exports.	Foreign Exports.	Remaining in warehouse Aug. 31, '82
Baltimore, Md.	1,459,132	7,384,321	873	165,098
Bath, Me.	47,457	4,099,396	61,942	101,575
Boston & Charles'n, Mass.	5,658,502	30	5,685,616	7,729
Brunswick, Ga.	30	95,759	661	7,729
Buffalo Creek, N. Y.	355,790	17,093	661	7,729
Cape Vincent, N. Y.	35,676	23,113	2,070	7,729
Champlain, N. Y.	322,396	243,954	7,745	7,729
Charleston, S. C.	45,837	246,786	2,267	7,729
Chicago, Ill.	51,003	718,616	69	503,274
Corpus Christi, Texas.	71,952	102,123	6,995	105
Cuyahoga, Ohio.	11,342	64,710	7,356	7,356
Detroit, Mich.	113,557	196,275	15,038	48,836
Galveston, Texas.	109,981	2,800	202,097	7,604
Genesee, N. Y.	60,208	41,784	9,738	9,738
Gloucester, Mass.	32,033	100	10,753	10,753
Huron, Mich.	224,043	738,200	106,994	59,934
Key West, Florida	28,404	65,194	59,934	59,934
Miami, Ohio	1,763	724,096	3,164	3,164
Milwaukee, Wis.	12,246	81,890	2,499	2,499
Minnesota, Minn.	159,836	570,818	7,604	7,604
New Haven, Conn.	75,898	46,773	52,903	52,903
New London, Conn.	16,571	2,401,426	85,808	469,587
New Orleans, La.	358,492	32,401,730	960,151	23,259,522
New York, N. Y.	46,129,143	5,568	35	35
Niagara, N. Y.	247,490	1,102,004	1,905	1,905
Oregon, Oregon.	5,304	155,767	154,053	11,864
Oswegatchie, N. Y.	155,767	439,985	223,360	11,864
Oswego, N. Y.	439,985	50,673	9	11,864
Pasamunquity, Me.	73,081	7,830	19,328	19,328
Pensacola, Fla.	7,830	3,474,279	4,087,075	93
Philadelphia, Pa.	3,474,279	590	95,545	95,545
Plymouth, Mass.	590	164,776	59,005	334,031
Portland & Falmouth, Me.	164,776	882	82,603	82,603
Portsmouth, N. H.	882	24,389	108,491	18,616
Providence, R. I.	24,389	8,973	145,183	145,183
Puget's Sound, Wash.	8,973	57,232	58,972	58,972
Richmond, Va.	57,232	4,669,285	4,049,369	78,683
San Diego, Cal.	58,972	101,747	147,281	10,518
San Francisco, Cal.	4,669,285	681,438	148,924	17,284
Savannah, Ga.	101,747	40,623	105,254	11,554
Vermont, Vt.	681,438	12,669	182,271	281
Willamette, Oregon.	40,623	105,912	113,740	113,740
Wilmington, N. C.	12,669	111,751	171,787	62,191
Yorktown, Va.	105,912			
Interior ports				
All other customs districts	111,751			
Totals	65,697,395	61,257,844	1,353,312	34,337,885

Monetary & Commercial English News

English Market Reports—Per Cable.

The daily closing quotations for securities, &c., at London, and for breadstuffs and provisions at Liverpool, are reported by cable as follows for the week ending October 6:

London.	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.
Silver, per oz. ....d.	51 1/16	51 3/4	51 3/4	51 3/4	51 3/4	51 3/4
Consols for money	100 1/4	100 1/4	100 1/4	100 1/4	100 1/4	100 1/4
Consols for account	100 1/4	100 1/4	100 1/4	100 1/4	100 1/4	100 1/4
Fr'ch rentes (in Paris) fr.	81 5/8	81 5/8	81 5/8	81 5/8	81 5/8	81 5/8
U. S. 5 1/2 ex't'n'd into 3 1/2	103	103 1/4	103 1/4	103 1/4	103 1/4	103 1/4
U. S. 4 1/2 of 1891	115 1/8	115 1/8	115 1/8	115 1/8	115 1/8	115 1/8
U. S. 4 1/2 of 1907	121 1/2	121 1/2	121 1/2	121 1/2	121 1/2	121 1/2
Erie, common stock	43 1/4	43	43	43	43	43
Illinois Central	144	143	142 1/2	143 1/2	143 1/2	143 1/2
Pennsylvania	65 1/2	65 1/2	65 1/2	65 1/2	65 1/2	65 1/2
Philadelphia & Reading	32 1/2	32 1/2	32 1/2	32 1/2	32 1/2	32 1/2
New York Central	137 1/4	136 1/2	135 1/2	137 1/4	136 1/2	136 1/2

Liverpool.	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.
Flour (ex. State.. 100 lb.	s. d. 12 6	s. d. 12 6	s. d. 12 6	s. d. 12 6	s. d. 12 6	s. d. 12 6
Wheat, No. 1, wh. "	9 0	8 11	8 11	8 11	8 11	8 11
Spring, No. 2. "	9 0	9 0	9 0	9 0	9 0	9 0
Winter, West. n "	8 3	8 3	8 3	8 4	8 4	8 4
Cal. white,	9 1	9 1	9 1	9 1	9 1	9 1
Corn, mix., West. "	6 5	6 3 1/2	6 3 1/2	6 4 1/2	6 4 1/2	6 4 1/2
Pork, West. mess. p bbl.	97 0	97 0	97 0	97 0	97 0	97 0
Bacon, long clear, new..	72 0	72 0	72 0	72 0	72 0	72 0
Beef, pr. mess, new. ptc.	90 0	90 0	90 0	90 0	90 0	90 0
Lard, prime West. p cwt.	63 6	63 6	63 6	63 9	64 0	64 0
Cheese, Am. choice, new	53 6	54 6	55 6	56 0	56 0	56 0

Commercial and Miscellaneous News.

BONDS HELD BY NATIONAL BANKS.—The following interesting statement, furnished by the Comptroller of the Currency, shows the amount of each class of bonds held against national bank circulation and to secure public moneys in national bank depositories on Oct. 1. We gave the statement for Sept. 1 in CHRONICLE of Sept. 9, page 290, and by referring to that the changes made during the month can be seen.

U. S. Bonds Held Oct. 1, 1882, to Secure—			
Description of Bonds.	Public Deposits in Banks.	Bank Circulation.	Total Held.
3s, Act July 12, 1882....	\$1,515,900	\$175,819,750	\$180,335,650
Currency 6s.....	20,000	3,436,000	3,456,000
5 per cents.....		15,000	15,000
4 1/2 per cents.....	739,100	32,901,950	33,641,050
4 per cents.....	6,670,500	104,043,000	110,713,500
5s, ext. at 3 1/2.....		41,463,250	41,463,250
6s, ext. at 3 1/2.....	4,470,500	4,364,300	50,298,050
Total.....	\$16,416,000	\$362,043,250	\$378,459,250

CHANGES IN LEGAL TENDERS AND NATIONAL BANK NOTES TO OCT. 1.—The Comptroller of the Currency has furnished us the following, showing the amounts of national bank notes outstanding Sept. 1, together with the amounts outstanding Oct. 1, and the increase or decrease during the month; also the changes in legal tenders held for the redemption of bank notes up to Oct. 1:

National Bank Notes—		
Amount outstanding Sept. 1, 1882.....		\$357,691,573
Amount issued during September.....	\$3,895,510	
Amount retired during September.....	1,509,453	2,386,037
Amount outstanding Oct. 1, 1882*.....		\$362,077,630
Legal Tender Notes—		
Amount on deposit to redeem national bank notes Sept. 1, 1882.....		\$39,357,790
Amount deposited during September.....	\$1,197,895	
Amount reissued & b'nk notes retired in Sept.	1,535,033	337,158
Amount on deposit to redeem national bank notes Oct. 1, 1882.....		\$39,050,632

* Circulation of national gold banks, not included above, \$811,504.

According to the above the amount of legal tenders on deposit Oct. 1 with the Treasurer of the United States to redeem national bank notes was \$39,050,632. The portion of this deposit made (1) by banks becoming insolvent, (2) by banks going into voluntary liquidation, and (3) by banks reducing or retiring their circulation, was as follows on the first of each of the last five months:

Deposits by—	June 1.	July 1.	Aug. 1.	Sept. 1.	Oct. 1.
Insolvent b'ks	1,292,856	1,248,813	1,258,886	1,165,869	1,110,175
Liquid't'g b'ks	7,303,379	9,427,602	9,985,558	10,115,519	10,963,910
Reduc'd und'r act of 1874.	26,967,599	27,362,999	27,406,033	28,106,401	27,876,547
Total.....	35,563,834	38,039,414	38,650,477	39,387,789	39,050,632

COINAGE BY UNITED STATES MINTS.—The following statement, kindly furnished us by the Director of the Mint, shows the coinage executed at the Mints of the United States during the month of September, 1882:

Denomination.	Pieces.	Value.
Double eagles.....	161,550	\$3,231,000.00
Eagles.....	229,264	2,292,640.00
Half eagles.....	8,800	44,000.00
Dollars.....	5,000	5,000.00
Total gold.....	404,614	\$5,772,640.00
Standard dollars.....	2,300,100	\$2,300,100.00
Half dollars.....	100	50.00
Quarter dollars.....	100	25.00
Dimes.....	300,100	30,010.00
Total silver.....	2,600,400	\$2,330,150.00
Five cents.....	1,098,300	\$54,915.00
Three cents.....	300	9.00
One cent.....	5,230,300	52,303.00
Total minor.....	6,348,900	\$107,427.00
Total coinage.....	9,353,914	\$8,010,252.00

NATIONAL BANKS.—The following national banks have lately been organized:

- 2,785—The Limerick National Bank, Me. Capital, \$50,000. Jeremiah M. Mason, President; Joshua C. Lane, Cashier.
2,786—The Wichita National Bank, Kansas. Capital, \$50,000. Sol. H. Kohn, President; Maurice W. Levy, Cashier.
2,787—The First National Bank of Stroudsburg, Pa. Capital, \$50,000. Richard S. Staples, President; Edwin A. Bell, Cashier.

IMPORTS AND EXPORTS FOR THE WEEK.—The imports of last week, compared with those of the preceding week, show a decrease in dry goods and an increase in general merchandise. The total imports were \$10,291,260, against \$10,203,306 the preceding week and \$9,815,573 two weeks previous. The exports for the week ended Oct. 3 amounted to \$7,604,027, against \$8,283,264 last week and \$7,161,211 two weeks previous. The following are the imports at New York for the week ending (for dry goods) Sept. 23, and for the week ending (for general merchandise) Sept. 29; also totals since the beginning of first week in January:

FOREIGN IMPORTS AT NEW YORK.

For Week.	1879.	1880.	1881.	1882.
Dry goods	\$2,244,144	\$1,705,132	\$2,347,916	\$2,709,976
Gen'l mer'dise..	5,097,514	4,613,227	7,054,645	7,581,284
Total	\$7,341,658	\$6,318,359	\$9,402,561	\$10,291,260
Since Jan. 1.				
Dry goods	\$72,056,732	\$100,800,769	\$87,710,810	\$105,218,431
Gen'l mer'dise..	170,971,216	271,794,673	243,445,351	277,549,376
Total 39 weeks	\$243,027,948	\$372,595,442	\$331,156,161	\$382,767,807

In our report of the dry goods trade will be found the imports of dry goods for one week later.

The following is a statement of the exports (exclusive of specie) from the port of New York to foreign ports for the week ending October 3, and from January 1 to date:

EXPORTS FROM NEW YORK FOR THE WEEK.

	1879.	1880.	1881.	1882.
For the week...	\$9,420,832	\$8,247,520	\$7,537,795	\$7,604,027
Prev. reported..	247,444,312	301,543,323	284,742,196	247,935,791
Total 39 weeks	\$256,865,194	\$309,790,852	\$292,279,994	\$255,559,818

The following table shows the exports and imports of specie at the port of New York for the week ending Sept. 30, and since Jan. 1, 1882:

EXPORTS AND IMPORTS OF SPECIE AT NEW YORK.

Gold.	Exports.		Imports.	
	Week.	Since Jan. 1.	Week.	Since Jan. 1.
Great Britain	\$28,600	\$29,652,492	\$.....	\$106,498
France		2,526,150		401
Germany		83,160		232
West Indies		6,088	312,700	572,559
Mexico		237,150	250	97,069
South America		1,297,694	2,130	288,979
All other countries..				30,247
Total 1882.....	\$28,600	\$33,802,734	\$315,080	\$1,096,585
Total 1881.....	21,750	411,796	1,040,910	44,275,131
Total 1880.....		2,151,023	3,216,858	30,218,544
Silver.				
Great Britain	\$148,300	\$7,306,237	\$.....	\$26,279
France	62,200	1,001,150		1,027
Germany		216,500		128,004
West Indies	7,744	17,174		888,380
Mexico			81,552	819,223
South America				106,359
All other countries..		813,655		26,993
Total 1882.....	\$218,244	\$9,354,716	\$81,852	\$1,996,265
Total 1881.....	315,765	8,192,686	10,618	2,183,610
Total 1880.....	96,400	3,762,250	18,550	3,897,631

Of the above imports for the week in 1882, \$313,430 were American gold coin. Of the exports during the same time \$28,600 were American gold coin.

Boston Hoosac Tunnel & Western.—The Attorney General brought suit some time ago to forfeit the company's charter for insolvency. The suit went by default in favor of the company, and now Judge Follett, at Binghamton, has vacated that judgment and opened the default.

Oregon & Transcontinental.—Notice is given that, under authority of the board of directors, on the 2d day of November there will be a further issue of capital stock to the extent of 100,000 shares of \$100 each.

Rochester & Pittsburg.—At the meeting of the Rochester & Pittsburg Railroad Company, the issue of \$10,000,000 additional capital stock was agreed to, making a total of \$20,000,000. Of this issue \$5,000,000 is to be used to take up \$3,200,000 income bonds of the Buffalo & Pittsburg division and purchase the capital stock of the Brockwayville & Punxutawney Railroad and of the Perry Railroad. Of the balance, \$4,000,000 will be used in the purchase of the capital stock of the Rochester & Pittsburg Coal & Iron Company, having a cash capital of \$300,000 and no floating debt, and owning 7,000 acres of coal

land. The \$1,000,000 remaining will be expended in the purchase of terminal facilities in Buffalo. The President reported that 8,000 men and 480 teams are now employed on the road, and that a pro rata contract had been made with the Pennsylvania Railroad Company on Pittsburg business.—*N. Y. World.*

Tehuantepec.—A special meeting of the bondholders and others interested in the Tehuantepec Inter-ocean Railroad was held this week at the office of Mr. Edward Learned, the President, at No. 52 Broadway. From the *World* it is learned that a report was made by Mr. Tyng, who is the General Director in Mexico of the company, relative to the condition of the road there. After some discussion a committee of seven was appointed to represent the bondholders in the settlement of the claim of the company on the Republic of Mexico. "The original estimates of the cost of the undertaking were that \$6,000,000 would be needed for the construction of the railroad and \$1,000,000 for the providing of requisite seaport facilities. The company was organized in the State of Massachusetts with a nominal capital of \$1,500,—being placed at this figure to avoid taxation—but the capital was afterwards increased to \$20,000,000, of which \$14,000,000 is in common stock and \$6,000,000 in preferred stock. There are also first mortgage bonds amounting to \$6,000,000. The face value of these securities has never been paid in, but about \$3,000,000 was raised, and the officers of the company maintain that the outfit, supplies, material and work furnished by the company represent expenditures and liabilities amounting to that total."

The immediate difficulties of the road have been precipitated by the forfeiture by the Government of Mexico of the concession held by the company because of the non-completion of forty miles of road by the second of May last, according to the grant. A circular issued by the President was published in substance in the *CHRONICLE* of September 2, on page 267.

The committee appointed to represent the bondholders was as follows: Alfred S. Barnes of New York, N. Y.; Henry W. Sage of Ithaca, N. Y.; Jos. R. Bodwell of Hallowell, Me.; Cyrus H. McCormick of Chicago, Ill.; George S. Coe, of New York, N. Y.; Ben. F. Butler of Lowell, Mass.; Henry Day of New York, N. Y.; Edward Learned, of Pittsfield, Mass.

Western Pennsylvania.—B. K. Jamison & Co., in Philadelphia, announce the issue of \$400,000 first mortgage 6 per cent thirty-year bonds of the Western Pennsylvania & Shenango Connecting Railroad Company. This is an issue at the rate of \$17,000 per mile upon the new railway, which extends the Western Pennsylvania Railroad from Butler to Coalville, where it connects with the Shenango & Allegheny Valley Railroad.

Western Union Telegraph—Mutual Union Telegraph.—Dr Norvin Green, President of the Western Union Telegraph Company, when questioned by a reporter of the *Evening Post* in regard to the announcement that the Western Union and Mutual Union companies were to be consolidated, replied that the report was absolutely without foundation. The idea of consolidating the two companies had not even been considered. They were separate and distinct corporations, which were managed with entire independence of each other. The Western Union Company owned a large amount of Mutual Union stock, but it had never claimed to possess a controlling interest. There were some agreements between the two companies as to rates for press service, etc., but the harmony in their arrangements was only such as sometimes existed between competing railroads. President J. G. Moore of the Mutual Union Telegraph Company also said that he knew of nothing whatever which could serve as a basis for the report.

—The *Weekly Official Intelligence* is the title of a new publication commenced in July last in London, under the authority of the Stock Exchange of that city, and compiled under the superintendence of the Secretary of the Share and Loan Department. The subscription price is £2 per annum, and as this publication gives all the current news in regard to securities, &c., &c., it is well worth while for bankers and stock brokers in this country to become regular subscribers. The publisher is Mr. H. H. Wetenhall, 10 Warrford Court, London, E. C.

—Bankers, brokers, and others having valuables to protect from burglars or fire, will do well to secure a vault or safe in the State Safe Deposit Vaults, corner Exchange Place and William Street, under the National Bank of the State of New York. These vaults have been but recently constructed and have all the latest and most improved methods yet devised for protecting securities or valuables so that absolute safety, so far as human effort and ingenuity can contribute to that end, has probably been secured in this structure.

—The usual monthly dividend of \$75,000 (for Sept.) has been declared by the Ontario Silver Mining Co., payable on the 16th inst., at the office of Messrs. Lounsbury & Haggin, 18 Wall Street. Transfers close on the 10th.

Auction Sales.—The following were sold at auction by Messrs. Adrian H. Muller & Son:

Shares.	Bonds.
28 Metropolitan N. Bk. 170 ¹ / ₂ @ 14	\$20,000 N. Y. City Central
100 Merchants' Nat. Bank. ... 134 ¹ / ₂	Park Impr. Fund 6 stock,
110 Jamaica & Br'klyn Plank	due 1887. 109 ¹ / ₂ & int.
Road Co. \$3 per share.	1,000 Masonic Hall & Asy-
10 Commercial Fire Ins. Co. 100	lum F'd 1st 7s. reg. due '91. 107 ¹ / ₂
50 Firemen's Trust Ins. Co. 105 ¹ / ₂	1,000 Bleeker St. & Fulton
50 American Heat'g & Pow'r	Ferry RR. 7s. due 1900. ... 103 ¹ / ₂
Co. \$7 per share.	9,500 N. Y. City consol. 5s,
20 Chemical Nat. Bank. 2105	reg. stock (Bridge bonds),
8 Metropolitan Nat. Bank. 170	due 1926. 114 & int.
16 Cent. Pk. N. & E. Riv. RR. 143 ¹ / ₂	3,000 N. Y. County Court
10 Continental Fire Ins. Co. 216 ¹ / ₂	House 6s, reg. stock, due
10 Amer. Exch. Fire Ins. Co. 110	1885. 106 ¹ / ₂ & int.
60 Am. Horse Exchange Co. 2	2,000 Jersey C. 5s, due 1911 90.

The Bankers' Gazette.

DIVIDENDS:

The following dividends have recently been announced:

Name of Company.	Per cent.	When Payable.	Books Closed. (Days inclusive.)
Railroads.			
Atch. Top. & Santa Fe (quar.)	\$1 50	Nov. 15	Oct. 15 to Oct. 20
Cin. Ind. St. L. & Chic. (quar.)	1½	Oct. 15	Oct. 1 to Oct. 16
Housatonic pref. (quar.)	\$2	Oct. 16	Oct. 5 to Oct. 16
Nashua & Rochester	1½	Oct. 2	.....
St. Louis & Pacific pref.	3½	Oct. 4	.....
Sanbury & Lewiston	3½	Oct. 2	.....
Vermont & Mass.	\$3	Oct. 7	.....
Miscellaneous.			
North River Ins.	4	Oct. 10	Oct. 4 to Oct. 9
Union Trust (quar.)	2	Oct. 10	Oct. 9 to Oct. 10

NEW YORK, FRIDAY, OCT. 6, 1882-5 P. M.

The Money Market and Financial Situation.—The closeness of the money market and the weakness in stocks, led by considerable breaks in one or two of the speculative favorites, have caused an excited and feverish market this week. The rates for money have not been as stringent as last week, owing to the large disbursements coming out about the first of the month and the presentation of a moderate amount of the called bonds, but the outlook is not such as to encourage the idea of a really easy money market for some time in the future, and hence a temporary relaxation counts for little.

At the Stock Exchange the Louisville & Nashville affair has overshadowed everything else, and after making all allowances for the exaggerated rumors and the hostile attacks on the company in various newspapers, it must be conceded that the financial management has been anything but successful. To double the capital stock in 1880 by issuing 100 per cent as a stock dividend, and afterward to so conduct the company's affairs that early in 1882 a loan of \$10,000,000 had to be raised by pledge of nearly all its valuable assets, then to suspend the payment of dividends, and finally to be obliged to put out \$12,000,000 more stock at a price which can hardly exceed 50 to 55, is a method of railroad financing which the reputation of Commodore Vanderbilt or Moses Taylor could hardly have survived. It is calculated to destroy confidence in railroad property at home and abroad, and it goes far to warrant the criticism of some of the London newspapers, which is, in substance, that American railroads are good enough, but American railroad management is abominable. The break of about 26 points in Richmond & Danville is another of those catastrophes which no one except the insider can understand, and which are more demoralizing to the average operator in stocks than any number of legitimate declines arising from a decrease in earnings, stringency in money, or from any of the well-known causes which affect the market.

The report of the Mercantile Agency of R. G. Dun & Co. is just at hand, showing the failures in the United States and Canada during the third quarter and the first nine months of the year 1882, compared with 1881, as below, all the increase in the Middle States being due to failures in New York City.

States and Territories	Third Quarter.		Nine Months.	
	1882.	1881.	1882.	1881.
Eastern States	1,741,987	1,485,447	9,745,941	6,625,686
Middle States	9,598,750	4,205,766	26,207,397	20,355,570
Southern States	2,483,066	1,054,107	16,197,167	10,095,095
Western States	3,624,522	2,248,338	12,984,340	10,592,457
Pac. States and Territor's	1,494,568	1,118,707	4,388,968	3,390,202
Total	18,942,893	10,112,365	69,523,813	51,059,010
Dominion of Canada	1,715,982	787,889	5,832,552	4,690,747

The money market has not worked so closely since the first of the month, and on call loans to stock borrowers the rates, after running up to 20 per cent on Monday, have hardly ruled above 7@9 per cent, and the bulk of transactions in the past few days have been at 7@8 per cent—with some loans at 6. It is hardly worth while to quote the exceptional rates of 5, or 4 per cent, at which money is frequently offered near the close of business, when borrowers are all supplied. On government bonds the savings banks and other trustees still lend their balances at 5@6 per cent. Strictly prime commercial paper sells at 7@8 per cent, but lower grades run much higher.

The Bank of England statement on Thursday showed a decrease of £496,000 in specie for the week, and the percentage of reserve to liabilities was 35 3-16, against 39½ per cent last week; the discount rate remains at 5 per cent. The Bank of France lost 5,300,000 francs gold and 4,550,000 francs silver.

The New York City Clearing-House banks in their statement of Sept. 30 showed a decrease of \$184,400 in the deficiency of reserve, the total deficiency being \$2,087,425, against \$2,271,825 on Sept. 23.

The following table shows the changes from the previous week and a comparison with the two preceding years:

	1882. Sept. 30.	Differences from previous week.	1881. Oct. 1.	1880. Oct. 2.
Loans and dis.	\$319,397,000	Dec. \$6,291,600	\$330,497,400	\$309,323,600
Specie	48,423,000	Dec. 2,595,500	59,613,200	65,256,300
Circulation	18,799,800	Inc. 162,400	19,859,100	18,636,700
Net deposits	283,628,900	Dec. 8,760,400	308,518,100	293,611,000
Legal tenders.	21,646,800	Inc. 589,800	14,730,300	13,016,300
Legal reserve.	\$72,157,225	Dec. \$2,190,100	\$77,129,525	\$73,902,850
Reserve held.	70,069,800	Dec. 2,005,700	74,373,500	78,302,600
Surplus	def. 2,087,425	Inc. \$184,400	df. \$2,756,025	\$4,399,750

Exchange.—Foreign exchange has been weak and rates declining until to-day when the leading drawers advanced their asking prices and the tone of the market seemed to warrant the advance. To-day the actual closing prices for bankers' prime 60 days sterling bills were about 4 80½ and for demand bills 4 85½ with cables at 4 86½. Actual rates for Continental bills are as follows: France 5 25½@5 25 and 5 21½@5 20, marks 94¼ and 95¼@¼, and guilders 39¼ and 40.

Quotations for foreign exchange are as follows, the highest prices being the posted rates of leading bankers:

Oct. 6.	Sixty Days.	Demand.
Prime bankers' sterling bills on London.	4 80½@4 81½	4 85 @ 4 86
Prime commercial	4 79 @ 4 79½	4 83½@4 84
Documentary commercial	4 78½@4 79	4 83 @ 4 83½
Paris (francs)	5 25½@5 23½	5 21½@5 18½
Amsterdam (guilders)	39½ @ 40	39½ @ 40½
Frankfort or Bremen (reichmarks)	94½@ 94½	95 @ 95½

Coins.—The following are quotations in gold for various coins

Sovereigns	\$4 82 @ \$4 86	Silver ¼s and ½s	— 93½ @ par.
Napoleons	3 84 @ 3 85	Five francs	— 93 @ — 95
X & Reichmarks	4 74 @ 4 78	Mexican dollars	— 87½ @ — 88½
X Guilders	3 96 @ 4 00	Do uncommenced	— 85 @ — 87
Spain's Doubloons	15 55 @ 15 70	English silver	— 4 75 @ 4 83
Mex. Doubloons	15 45 @ 15 65	U. S. silver thalers	— 68 @ — 70
Fine silver bars	1 12¼ @ 1 13½	U. S. trade dollars	— 99¼ @ — 99½
Fine gold bars	par @ ¼ prem.	U. S. silver dollars	— 99½ @ par
Onions & ¼ times	— 99½ @ par		

United States Bonds.—There has been a fair regular business in government bonds, and the 3 per cents and 3½ per cents seem to be most in demand. It is estimated that the whole amount of 3 per cents taken up to the time the books closed was about \$260,000,000, though an official report may vary this amount slightly.

The closing prices at the N. Y. Board have been as follows:

	Interest Period.	Sept. 30.	Oct. 2.	Oct. 3.	Oct. 4.	Oct. 5.	Oct. 6.
6s, continued at 3½.	J. & J.	100½	*100	*100	100½	100½	100½
4s, continued at 3½.	Q.-Feb.	*112½	*112½	*112½	112½	112½	112½
4s, 1891	reg. Q.-Mar.	*112½	*112½	*112½	112½	112½	112½
4s, 1891	coup. Q.-Mar.	*112½	*112½	*112½	112½	112½	112½
4s, 1907	reg. Q.-Jan.	*118½	*118½	*118½	118½	118½	118½
4s, 1907	coup. Q.-Jan.	*119½	*119½	*119½	119½	119½	119½
6s, cur'cy, 1895	reg. J. & J.	*130	*130	*130	130	130	130
6s, cur'cy, 1896	reg. J. & J.	*130½	*130½	*130½	130½	130½	130½
6s, cur'cy, 1897	reg. J. & J.	*131	*131	*131	131	131	131
6s, cur'cy, 1898	reg. J. & J.	*132	*132	*132	132	132	132
6s, cur'cy, 1899	reg. J. & J.	*133	*133	*133	133	133	133

*This is the price bid at the morning board; no sale was made.

State and Railroad Bonds.—There have been only small transactions in State bonds, and within a few days the new Tennessee compromise bonds sold at 60½@60¾ and Louisiana consols at 70. Notice is given to Tennessee bondholders that the date of closing the New York office of the Funding Agency has been extended until October 15, until which date the old bonds will be received for funding at 7 Nassau Street.

Railroad bonds have been weaker for those issues closely allied with weak stocks, and to-day Louisville & Nashville general mortgage 6s sold at 89, and the Richmond & Danville consol. bonds sold at 94, and the debenture 6s, which paid their first coupon Oct. 1, closed at 65.

Railroad and Miscellaneous Stocks.—The stock market has been unsettled, quickly changeable in tone, and sensitive to the slightest influences, and closes weak, with many stocks at the lowest prices made in the recent decline. It is true that the money market has had something to do with the continued falling off in stock values, but while this has been much talked of, it is believed that the operations of some of the heaviest speculators, or capitalists as they are called, have exerted a more potent influence. If not active in promoting a decline, they have certainly not given that strong support to prices which we have so often seen in the past two years, and the presumption is raised that the falling off was not viewed with dissatisfaction. Then, the collapse of several prominent speculative stocks at a time when the market was naturally inclined to weakness, was almost certain to have a demoralizing effect, and with these various causes at work it is not remarkable that the whole list closes weak at a lower range of prices.

The Louisville & Nashville meeting and report and the resolution to sell \$12,000,000 more stock were certainly not calculated to strengthen that company, although one of the rumors has it that the whole block of new stock may be sold to certain strong parties who will get control of the road. The Richmond & Danville break to 84 to-day is supposed to be without any special reason, except that the stock is cliqued and when any considerable lot is thrown on the market there is no general support for it, and down it goes. The debenture bonds, which have cumulative interest and are strictly ahead of the stock, look much cheaper at 65 than the stock at 84.

Union Pacific has been attacked very sharply with all sorts of bear rumors and prognostications, and has been hammered down, the secretive management of the company giving a better chance to do this. The Chesapeake & Ohio securities are helped by the large increase in net earnings.

RANGE IN PRICES AT THE N. Y. STOCK EXCHANGE FOR THE WEEK, AND SINCE JAN. 1, 1882	
STOCKS.	DAILY HIGHEST AND LOWEST PRICES.
Saturday.	Monday.
...	...

[illegible]

Railroad Earnings.—The latest railroad earnings and the totals from January 1 to latest date are given below. The statement includes the gross earnings of all railroads from which returns can be obtained.

Roads.	Latest Earnings Reported.	Jan. 1 to Latest Date.			
	Week or Mo	1882.	1881.	1882.	1881.
Ala. & Gt. Southern	August....	73,794	63,187	467,381	473,017
Atch. Top. & S. Fe	August....	1,221,945	1,009,640	9,109,653	7,403,479
Buff. Pitts. & W.	August....	91,422	72,009	557,302	425,815
Bur. Ced. R. & No.	3d wk Sept	59,773	52,595	1,894,319	1,534,443
Calro & St. Louis	3d wk Sept	9,222	9,897	264,345	302,515
Cent. Br. Un. Pac.	4th wk Sept	31,949	25,453	633,910	722,947
Central Pacific	August....	2,277,000	2,088,519	16,509,619	14,877,759
Chesap. & Ohio	3d wk Sept	81,696	52,942	2,318,772	1,948,019
Chicago & Alton	3d wk Sept	233,709	189,396	5,600,323	5,281,529
Chic. Bur. & Q.	July....	1,025,006	1,888,358	10,780,621	10,936,903
Chic. & East. Ill.	4th wk Sept	44,456	35,635	1,305,653	1,193,008
Chic. & Gr. Trunk	Wk. Sep. 30	53,856	33,061	1,541,234	1,091,548
Chic. Mil. & St. P.	4th wk Sept	666,000	434,346	14,100,000	12,010,538
Chic. & Northw.	4th wk Sept	882,610	785,686	17,272,007	15,633,596
Ch. St. P. Min. & O.	4th wk Sept	160,826	119,848	3,494,194	2,817,396
Chic. & W. Mich.	August....	125,672	120,292	957,260	836,756
Ind. Ind. St. L. & C.	3 wks Sept	168,285	158,436	1,828,559	1,684,960
Cincinnati South	22d Aug.	229,419	227,740	1,607,974	1,432,146
Clev. Akron & Col.	4th wk Sept	15,165	12,692	367,610	309,729
Col. Hock. V. & T.	4th wk Sept	84,012	63,348	2,094,101	1,699,048
Connoton Val.	2 wks Sept	11,210	.....	.....	.....
Denv. & Rio Gr.	4th wk Sept	186,869	183,456	4,772,034	4,163,273
Des M. & Ft. D.	3d wk Sept	7,677	12,766	248,442	279,634
Det. Lan. & N. W.	2 wks Sept	56,533	51,138	1,060,655	931,342
Drub. & Sioux C.	3d wk Sept	29,413	31,200	103,951	80,165
Eastern	22d Aug.	284,662	268,377	1,563,591	1,394,182
E. Tenn. Va. & Ga.	3 wks Sept	210,490	203,279	.....	.....
Eliz. Lex. & B. S.	August....	14,264	.....	305,401	.....
Europ'n & N. A.	July....	47,023	38,809	306,936	263,035
Evansv. & T. H.	3d wk Sept	21,674	.....	.....	.....
Flint & P. Marq.	3d wk Sept	42,271	36,280	.....	.....
Gal. Har. & San A.	August....	150,000	112,000	.....	.....
Grand Trunk	Sept. 16	368,153	337,812	\$8,296,940	\$8,097,887
Gr. Bay W. & St. P.	August....	7,115	8,031	54,077	.....
Gulf. Col. & San Fe.	August....	138,791	100,729	720,711	541,077
Hannibal & St. Jo.	4th wk Sept	66,600	64,600	1,579,236	1,635,370
Hous. E. & W. Tex.	July....	21,348	12,521	143,605	78,531
Illinois Cen. (Ill.)	August....	669,839	672,036	4,491,647	4,285,729
Do (Iowa)	August....	143,761	196,371	1,182,959	1,155,890
Ind. Bloom. & W.	4th wk Sept	70,422	58,969	1,910,421	1,863,819
Int. & Gt. North.	4th wk Sept	124,699	90,936	2,158,934	1,870,619
Iowa Cen.	August....	97,550	101,607	735,308	580,236
K. C. Ft. S. & Guil.	1st wk Sept	33,005	30,051	.....	.....
L. Erie & West'n	3d wk Sept	35,138	26,314	1,044,309	1,005,058
L. R. & Ft. Smith	August....	34,028	43,121	.....	.....
Long Island	4th wk Sept	48,885	47,598	1,773,845	1,533,196
Louisv. & Nashv.	3d wk Sept	254,195	222,700	8,963,234	7,184,044
Nash. N. A. & Ch.	August....	141,000	97,750	.....	.....
Mar. Hous. & O.	3d wk Sept	36,626	34,173	921,001	619,795
Mexican Cen.	4th wk Sept	42,487	.....	590,967	.....
Mil. L. Sh. & West.	4th wk Sept	25,922	20,073	647,635	429,011
Minn. & St. Louis	1st wk Aug.	27,607	25,365	.....	.....
Mo. Kan. & Tex.	4th wk Sept	192,219	167,212	4,373,785	3,813,296
Missouri Pacific	4th wk Sept	244,778	189,872	5,659,740	4,886,440
Mobile & Ohio	Sept. 16	160,631	210,262	1,324,599	1,624,498
Metropol.	4dys Oct.	28,611	25,223	2,078,056	1,868,223
N. Y. Elevated	4th wk Sept	29,974	24,600	753,917	2,174,787
Nash. Ch. & St. L.	August....	168,304	129,317	1,397,972	1,307,972
N. Y. & N. Eng'd	3d wk Sept	86,519	79,702	2,469,514	1,983,830
N. Y. Pa. & Ohio	August....	493,893	462,523	3,580,997	3,623,303
Norfolk & West.	August....	222,160	196,122	1,438,653	1,364,626
Northern Cent.	August....	667,488	498,008	3,828,812	3,600,636
Northern Pacific	4th wk Sept	238,600	205,276	4,870,460	2,660,942
Ohio Central	4th wk Sept	34,105	15,325	745,130	458,414
Ohio Southern	August....	9,090	6,487	269,478	.....
Oregon Imp. Co.	July....	262,875	1,753,229	.....	.....
Oregon R. & N. Co.	August....	490,800	453,364	3,156,600	2,637,067
Oregon & Cal.	August....	80,300	.....	.....	.....
Pennsylvania	4,671,179	3,809,978	31,471,176	29,144,235	.....
Peoria Dec. & Ev.	3d wk Sept	13,124	14,289	564,333	492,713
Philadelp. & Erie	August....	420,329	303,849	2,522,699	2,318,545
Phila. & Reading	August....	1,975,993	2,000,987	13,533,948	12,973,801
Do Coal & Ir.	August....	1,615,208	1,521,439	9,300,930	8,381,552
Richm. & Danv.	1st wk Sept	158,800	151,000	2,261,850	2,131,893
St. L. Alt. & T. H.	4th wk Sept	41,697	43,062	964,904	1,090,665
Do (breks.)	3d wk Sept	22,700	17,509	603,301	525,989
St. L. Ft. S. & W.	1st wk Aug.	5,094	.....	127,784	.....
St. L. Iron Mt. & S.	4th wk Sept	232,659	211,299	1,546,963	5,221,634
St. L. & San Fran.	4th wk Sept	108,313	81,157	2,550,994	2,279,441
St. Paul & Dul.	4th wk Sept	27,450	15,022	700,207	485,092
St. P. Minn. & M.	4th wk Sept	142,430	142,430	6,118,769	3,362,932
Scioto Valley	4th wk Sept	17,822	14,088	393,332	309,952
So. P. C. Cal.	July....	130,570	.....	664,478	.....
Do So. Div.	.....	290,796	.....	1,193,283	.....
So. Pac. of Ar.	June....	158,357	.....	1,324,279	.....
So. Pac. of N. M.	June....	37,202	.....	356,583	.....
Texas & Pacific	79,222	81,411	726,607	729,923	.....
Tol. Del. & Burl.	148,908	109,252	3,410,569	2,787,629	.....
Union Pacific	2,949,112	2,844,337	21,111,219	18,973,016	.....
Utah Central	August....	120,877	102,316	1,011,006	.....
Vicksb. & Mer.	August....	27,200	32,664	272,219	.....
Va. Midland	August....	136,053	134,334	862,886	804,615
Wab. St. L. & Pac.	4th wk Sept	399,368	334,938	12,285,011	10,391,883
West Jersey	August....	169,244	174,548	778,902	686,943
Wisconsin Cent.	2d wk Sept	18,536	16,483	.....	.....

* Includes Great Western Road since October.

† Decrease due to lateness of cotton crop.

‡ Includes Central Pacific earnings above.

U. S. Sub-Treasury.—The following table shows the receipts and payments at the Sub-Treasury in this city, as well as the balances in the same, for each day of the past week:

	Receipts.		Payments.		Balances.	
	\$	¢	\$	¢	Coin.	Currency.
Sept. 3.	1,281,276	02	1,332,862	44	87,874	524 06
Oct. 2.	1,701,955	36	2,234,866	60	87,631	300 55
" 3.	1,901,938	12	3,484,909	92	86,015	349 13
" 4.	2,748,011	66	1,860,594	52	86,900	163 46
" 5.	2,507,657	28	2,107,068	72	87,520	789 49
" 6.	1,600,752	43	1,663,700	22	88,466	533 42
Total	12,041,490	87	12,684,102	42	.....	.....

* Includes \$1,000,000 gold certificates received from Washington.

New York City Banks.—The following statement shows the condition of the Associated Banks of New York City for the week ending at the commencement of business on Sept. 30:

Banks.	Capital.	Average amount of				Circulation.
		Loans and discounts.	Specie.	Legal Tenders.	Net dep'ts other than U. S.	
New York.....	2,000,000	9,115,000	96,800	806,600	8,392,000	446,000
Manhattan Co.....	2,050,000	7,304,000	735,000	413,000	5,533,000	.....
Merchants.....	2,000,000	7,112,800	690,000	624,000	5,675,600	369,000
Mechanics'.....	2,000,000	7,754,000	526,000	1,110,000	6,533,000	.....
Union.....	1,200,000	4,518,800	488,800	197,500	3,940,240	.....
America.....	3,000,000	9,919,600	762,600	671,800	8,386,200	1,100
Phoenix.....	1,000,000	3,318,000	735,000	109,000	3,018,000	267,600
City.....	1,000,000	6,670,000	1,303,700	393,000	4,971,900	.....
Trust.....	1,000,000	2,864,600	326,400	1,406,800	2,131,400	.....
Fulton.....	600,000	1,692,700	274,800	90,500	1,406,200	700,000
Chemical.....	300,000	14,585,400	4,091,900	406,600	15,145,300	.....
Merchants' Exch.	1,000,000	3,401,600	333,000	429,300	2,669,300	251,700
Gallatin Nat'l	1,000,000	4,295,000	219,400	247,700	3,827,900	784,000
Butchers & Drov.	300,000	1,583,300	248,800	115,800	1,403,400	182,000
Mechanics & Tr.	300,000	855,000	140,000	107,000	880,000	135,000
Greenwich.....	300,000	1,067,700	38,400	18,500	1,065,000	2,800
Leather Man's Tr.	600,000	3,137,600	300,000	232,500	2,605,100	323,000
Seventh Ward	300,000	1,630,100	182,800	109,200	1,377,500	.....
State of N. York.	800,000	3,899,800	576,900	139,600	3,163,300	40,000
American Exch.	1,000,000	5,000,000	1,008,000	600,000	3,392,000	.....
Commerce.....	5,000,000	17,485,700	2,483,100	1,025,000	14,983,000	943,000
Broadway.....	1,000,000	5,162,700	812,400	162,100	3,867,700	691,400
Mercantile.....	1,000,000	6,293,800	826,100	642,500	5,059,400	800,000
Republic.....	1,500,000	2,036,700	289,700	301,000	2,000,000	.....
Chatham.....	450,000	8,276,400	472,200	304,700	8,400,000	1,125,000
People's.....	200,000	2,555,300	87,800	84,400	1,899,800	5,400
North America.	2,000,000	7,708,700	258,000	160,000	6,670,400	.....
Hanover.....	1,000,000	7,703,300	835,500	1,019,100	6,648,700	697,100
Irving.....	500,000	3,301,700	516,600	370,500	3,254,200	.....
Metropolitan.....	3,000,000	12,054,000	2,505,000	191,000	9,579,000	2,230,000
Citizens.....	500,000	1,904,400	224,000	243,700	1,611,700	27,000
Nassau.....	500,000	2,360,500	81,200	163,100	2,117,200	.....
Market.....	500,000	2,938,200	553,500	74,100	2,473,900	450,000
St. Nicholas.....	500,000	2,481,300	347,000	97,600	1,936,100	450,000
Shoe & Leather.	1,000,000	3,076,000	455,700	220,000	2,750,300	450,000
Corn Exchange	1,000,000	1,012,000	466,800	212,000	3,684,400	.....
Continental.....	1,000,000	5,892,400	1,162,600	170,500	5,369,400	669,000
Oriental.....	300,000	1,222,700	30,100	428,200	1,078,600	.....
Marine.....	400,000	3,478,000	425,700	370,000	2,682,300	266,100
Importers & Tr.	1,500,000	17,919,500	4,657,700	644,900	19,037,400	1,317,600
Park.....	2,000,000	16,382,800	3,651,100	478,000	19,372,800	45,000
Wall St. Nat'l	500,000	1,521,300	232,500	74,200	1,395,000	.....
North River.....	240,000	1,568,500	25,100	156,000	1,437,500	.....
East River.....	250,000	1,057,100	79,200	124,700	941,300	225,000
Fourth National.	3,200,000	14,739,900	3,133,100	1,081,700	15,939,900	800,000
First National.	2,000,000	11,404,000	1,640,000	915,000	8,827,000	297,000
Second National.	800,000	3,488,000	600,000	218,000	2,670,000	.....
Ninth National.	750,000	5,867,200	790,000	392,000	5,419,900	600,000
First Nat. Exch.	500,000	13,327,000	2,853,500	831,700	14,508,200	390,000
City Nat'l Bank	1,000,000	1,000,000	200,000	100,000	1,000,000	.....
N. Y. Nat. Exch.	300,000	1,438,100	75,000	108,000	1,019,200	260,800
Bowery National	250,000	1,824,500	207,400	222,200	1,641,000	220,300
N. York County.	200,000	1,861,900	12,400	508,500	1,699,100	180,000
City Nat'l Bank	750,000	5,558,000	850,000	380,000	4,328,000	500,000
Chase National.	300,000	4,904,200	861,600	445,100	5,390,500	91,800
Fifth Avenue.....	100,000	1,814,900	359,100	173,400	1,899,700	.....
German Exch.	300,000	1,505,400	55,900	90,000	1,717,600	.....
German Nat'l	200,000	1,800,000	223,100	100,000	1,476,900	.....
U. S. Nat.	500,000	4,681,600	1,043,900	45,600	5,018,300	450,000
Lincoln Nat.....	300,000	1,052,100	168,600	137,800	1,092,800	45,000
Total.....	60,962,700	319,367,000	45,423,000	21,648,000	288,623,000	15,720,000

GENERAL QUOTATIONS OF STOCKS AND BONDS.

Quotations in New York represent the per cent value, whatever the par may be; other quotations are frequently made per share.

The following abbreviations are often used, viz: "M." for mortgage; "g." for gold; "g.d." for guaranteed; "end." for endorsed; "cons." for consolidated; "conv." for convertible; "s. r." for sinking fund; "l. g." for land grant.

Quotations in New York are to Thursday; from other cities, to late mail dates.

Subscribers will confer a favor by giving notice of any error discovered in these Quotations.

UNITED STATES BONDS.		Bid.	Ask.	CITY SECURITIES.		Bid.	Ask.	CITY SECURITIES.		Bid.	Ask.
UNITED STATES BONDS.				CITY SECURITIES.				CITY SECURITIES.			
6s, 1881, continued at 3 1/2.	reg. Q & J	100 1/4	100 3/4	Vermont—6s, 1890.	J & D	113 1/2	115	Haverhill, Mass.—6s, '85-89.	A & O	105 1/2	110
5s, 1881, do do	reg. Q & J	100 1/4	100 3/4	Virginia—6s, old, 1886-95.	J & J	35		Houston, Tex.—10s.		25	35
4 1/2s, 1891, do do	reg. Q & M	112 1/2	112 3/4	6s, new bonds, 1886-1895.	J & J	35		6s, funded.		25	35
4 1/2s, 1891, coup. Q & J	112 1/2	112 3/4		6s, consol., 1905.	J & J	37		Indianapolis, Ind.—7-30s, '93-99.	J & J	106	108
4 1/2s, 1907, do do	reg. Q & J	118 1/2	118 3/4	6s, do ex-coup., 1905.	J & J	57	60	Jersey City—6s, water, long, 1895.	J & J	102	108
4 1/2s, 1907, coup. Q & J	118 1/2	118 3/4		6s, consol., 2d series.	J & J	50		7s, water, 1899-1902.	J & J	112	115
6s, Currency, 1895.	reg. J & J	130		6s, deferred bonds.		12 1/2	13 1/2	7s, improvement, 1891-94.	Var.	108	110
6s, Currency, 1896.	reg. J & J	130 1/2		10-40s, new.				7s, Bergen, long.	J & J	107	108
6s, Currency, 1897.	reg. J & J	131 1/2		Tax-receivable coupons.		58 1/2	61	Hudson County, 6s.	A & O	105	106
6s, Currency, 1898.	reg. J & J	132 1/2		CITY SECURITIES.				do	7s. M&S and J&D	106	107
6s, Currency, 1899.	reg. J & J	133 1/2		Albany, N. Y.—6s, long.	Various	108		Bayonne City, 7s, long.	J & J	109	110
STATE SECURITIES.				7s long.	Various	125		Lawrence, Mass.—6s, 1894.	A & O	119 1/2	120
Alabama—Class "A," 3 to 5, 1906.		81		Allegheny, Pa.—5s, ep., '85-97.	Var.	104	105	6s, 1900.	A & O	122	124
do small.		80		4 1/2s, coup., 1883-1901.	Var.	100		Long Island City, N. Y.—Water, 7s, '95.			
Class "B," 5s, 1906.		101 1/2		4s, coup., 1901.	Var.	106		Louisville, Ky.—7s, long dates.	Var.	120	125
Class "C," 4s, 1906.		81 1/2	85	Allegheny Co., 5s, ep., 1913.	J & J	106	107	7s, short dates.	Var.	110	113
6s, 10-20, 1900.	J & J	100		4s, riot loan, 5-10s.		100	102	6s, long.	Var.	110 1/2	112
Arkansas—6s, funded, 1899.	J & J	100		5s, do 10-20s.		103	104	6s, short.	Var.	101	108
7s, L. R. & Ft. S. issue, 1900.	A & O	32 1/2		5s, do 10-20s.		103	104			106	106 1/2
7s, Memphis & L. R., 1899.	A & O	30		Atlanta, Ga.—7s.		106	110	Lynchburg, Va.—6s.	J & J	104	114 1/2
7s, L. R. P. B. & N. O., 1900.	A & O	26	30	Do. 8s.		110	115	8s.	J & J	125	
7s, Ark. Central RR., 1900.	A & O	10	15	Waterworks.		110		Lynn, Mass.—6s, 1887.	F&A	108	109
7s, Levee of 1871, 1900.	J & J	4	10	Augusta, Me.—6s, 1887, mun.	F&A	104	106	Water loan, 6s, 1894-96.	J&J	119	121
California—6s, 1874.		103		Augusta, Ga.—7s.	Various	107		5s, 1882.	M&N	100	100 1/2
Connecticut—6s, 1883-4-5.		103		Austin, Texas—10s.		110	115	Macon, Ga.—7s.		98	102
Delaware—6s.	J&J	103		Baltimore—6s, City Hall, 1884.	Q & J	104		Manchester, N. H.—5s.	J&J	101	103
Dist. Col.—Cons. 3-6s, 1924, cp. F&A		109 1/2		6s, Pitts. & Con'y RR., 1888.	J&J	109	109	6s, 1894.	J&J	118	119
Consol. 3-6s, 1924, reg.		109 1/2		6s, consol., 1890.	Q & J	114 1/2	115	6s, 1902.	J&J	128	128
Funding 5s, 1899.	J&J	113		6s, Balt. & O. loan, 1890.	Q & J	114 1/2	115	4s, 1911.		103 1/2	104
do small.	J&J	113		6s, Park, 1890.	M & N	114 1/2	115	Memphis, Tenn.—6s, C.	J&J	37	45
do registered.	J&J	113		6s, bounty, 1893.	M & N	117	119	6s, A & B.	J&J	37	45
Perm. imp. 6s, guar., 1891.	J&J	116 1/2	116 3/4	6s, do exempt, 1893.	M & N	122		6s, gold, fund., 1900.	M & N	37	45
Perm. imp. 7s, 1891.	J&J	121		5s, funding, 1894.	M&N	114	115 1/2	6s, end, M. & C. RR.		45	
Wash.—Fund. loan (Cong.) 6s, g., '92.	J&J	116 1/2		6s, 1900.	J&J	126	131	6s, consols.	J&J	50	
Fund. loan (Leg.) 6s, g., 1902.	Var.	123		6s, West. Md. RR., 1902.	J&J	126	131	Mt. Vernon, Wis.—5s, 1891.	J & J	100	100
Market stock, 7s, 1892.		123		5s, consol., 1885.	Q & J	103	105	7s, 1890-1901.	J&J	112	
Water stock, 7s, 1901.		132		6s, Valley RR., 1886.	A & O	108	109	7s, water, 1902.	J&J	47	50
do 7s, 1903.		133		5s, new 1916.	M&N	124	125 1/2	Mobile, Ala.—3-4-5s, funded.	M&N	47	50
Florida—Consol. gold 6s.	J & J	105	110	Bangor, Me.—6s, RR., 1890-94.	Var.	110	112	Montgomery, Ala.—New 3s.	J & J	45	
Georgia—6s, 1886.	F & A	104		6s, water, 1905.	J&J	122 1/2	124	5s, new.		65	
7s, new bonds, 1886.	J & J	105		6s, E. & N. A. Railroad, 1894.	J&J	113	113 1/2	Nashville, Tenn.—6s, old.			
7s, endorsed, 1886.		105		6s, B. & P. & C. RR., 1894.	A & O	103		6s, new.			
7s, gold bonds, 1890.	Q & J	115 1/2		Bath, Me.—6s, railroad aid.	Var.	101	101 1/2	Newark—6s, long.	Var.	110	112
8s, '76, '86.	A & O			5s, 1897, municipal.		101	101 1/2	7s, long.	Var.	120	122
Kansas—7s, long.	J&J	115		Belfast, Me.—6s, railroad aid, '98.		100	100 1/2	7s, water, long.	Var.	120	125
Louisiana—New con. 7s, 1914.	J&J	71 1/2		Boston, Mass.—6s, cur, long, 1905.	Var.	129	131	New Bedford, Mass.—6s, 1900.	A & O	131	133
7s, small bonds.	F&A	65		6s, currency, 1894.	Var.	120	120 1/2	5s, 1900, Water Loan.	A & O	113	115
Maine—4s, 1883.	F&A	101		5s, gold, 1905.	Var.	119	119 1/2	N. Brunswick, N. J.—7s, various.		105	107
War debts assumed, 6s, '89.	A & O	114 1/2	115	4s, currency, 1899.	J&J	106 1/2	107 1/2	6s.		100	102
Consol. 3-6s, 1924, cp. F&A		109 1/2		Brooklyn, N. Y.—7s, '82-83.	J & J	103	105	New Orleans, La.—Premium bonds.		92	95
War loan, 6s, Mar. 1, 1883.	M&S	101 1/4		7s, 1883-95.	J & J	103	105	Consolidated 6s, 1892.	Var.	92	95
Maryland—6s, defense, 1883.	J&J	106	106 1/2	7s, Park, 1915-18.	J & J	140	145	Newport—Water bonds 7-30s.	Q & F	115 1/2	116 1/2
6s, exempt, 1887.	J&J	108	111 1/2	7s, water, 1903.	J & J	137	140	N. Y. City—5s, water stock, '90.	Q & F	108	109
6s, Hospital, 1882-87.	J&J	105	110	7s, Bridge, 1915.	J & J	140	145	6s, do 1883-90.	Q & F	104	115
6s, 1890.	Q & J	108	112	6s, water, 1899-1909.	J & J	124	127	6s, aqueduct stock, '84-1911.	Q & F	106	120
5s, 1880-90.	Q & J	107	110	6s, Park, 1900-1924.	J & J	130	135	7s, pipes and mains, 1900.	M & N	128	130
Massachusetts—6s, 1883, gold.	J & J	100 1/2	101 1/2	Kings Co. 7s, 1882-89.	M & N	102	114	6s, reservoir bonds, 1907-11.	Q & F	120	122
5s, gold, 1890.	A & O	107	108	6s, 1882-89.	M & N	101	110	6s, Cent. Park bonds, 1893.	Q & J	118	119
5s, gold, 1894.	Var.	116 1/2	117	Buffalo, N. Y.—7s, 1895.	M & N	101	102	7s, do 1892.	Q & J	118	119
5s, g., sterling, 1891.	J&J			7s, water, long.	Var.	116		7s, dock bonds, 1901.	M & N	128	130
do do 1894.	M&N			6s, Park, 1926.	M & S	107		6s, do 1905.	M & N	122	123
do do 1888.	A & O			Cambridge, Mass.—6s, 1889.	A & O	106	107	7s, market stock, 1894-97.	M & N	126	127
Michigan—6s, 1883.	J & J	101		6s, 1894-96, water loan.	J&J	120	122	6s, improv'm't stock, 1889.	M & N	107	108
7s, 1890.	M & N	118		6s, 1904, city bonds.	J&J	128	129	7s, do 1890.	M & N	114	116
Minnesota—New 4 1/2s.		107		Charlotte, S. C.—6s, s.r., '76-98.	Q & J	77 1/2		6s, gold, cons. bonds, 1901.	M&N	128	130
Missouri—6s, 1886.	J & J	107		7s, fire loan bonds, 1890.	J & J	105		6s, street impr. stock, 1888.	M & N	110	110
Funding bonds, 1894-95.	J & J	116		7s, non-tax bonds.		105		7s, do do 1882.	M & N	104	107
Long bonds, '89-90.	J & J	110		4s, non-taxable.		77 1/2		6s, gold, new consol., 1896.		121	122
Asylum or University, 1892.	J & J	115		Chelsea, Mass.—6s, '97, water l.	F&A	121	122	7s, Westchester Co., 1891.		109	110
Hannibal & St. Jo., 1886.	J & J	109		Chicago, Ill.—7s, water bonds, 1892.		119		Newton—6s, 1905, water loan.	J&J	131	133
do do 1887.	J & J	109		7s, water bonds, 1895.		119		5s, 1905, water loan.	J&J	115	117
N. Hampshire—5s, 1892.	J & J	110		7s, city bonds, 1892.		119		Norfolk, Va.—6s, reg. stk., '78-85.	J&J	103	105
War loan, 6s, 1892-1894.	J & J	121		7s, city bonds, 1895.		123		8s, comp., 1890-93.	Var.	113	113
War loan, 6s, 1901-1905.	J & J	121 1/2		Cook Co. 7s, 1892.		107		8s, water, 1901.	M & N	132	
War loan, 6s, 1884.	M&S	104	104 1/2	Cook Co. 5s, 1899.		119 1/2		Norwich, Ct.—5s, 1907.	A & O	115	117
New Jersey—6s, 1897-1902.	J&J			Cook Co. 4 1/2s, 1900.		107		7s, 1905.	J&J	135	140
6s, exempt, 1896.	J&J			West Chicago 5s, 1890.		106		Orange, N. J.—7s, long.		115	120
New York—6s, gold, reg., '87.	J&J	110		Lincoln Park 7s, 1895.		106		Oswego, N. Y.—7s, 1887-89.		102	
6s, gold, 1883.	J & J	110		South Park 6s, 1899.		100		Paterson, N. J.—7s, long.	Var.	118	121
6s, gold, 1891.	J & J	103		Cincinnati, O.—6s, long.	Var.	101		6s, long.		110	113
6s, gold, 1892.	A & O	121		6s, short.		101		5s, long.		101	107
6s, gold, 1893.	A & O	122		7-30s, 1902.	Var.	132		Petersburg, Va.—6s.	J&J	101	
No. Carolina—6s, old, 1886-98.	J&J	28		7s, coupon.	J&J	105	105 1/2	8s, special tax.		115	
6s, old.	A & O	23		7 3-10s, R.C., var. M&N.		105	105 1/2	Philadelphia, Pa.—5s, reg.	J&J		
6s, N. C. RR., 1883-5.	J & J	150		4s.	J&J	103	132	6s, old, reg.	J&J		
6s, do.	A & O	150		Southern RR. 7-30s, 1902.	J&J	130	132	6s, new, reg., due 1895 & over.	J&J	132 1/2	
6s, do coup. off.	J & J	130		do 7-30s, 1906.	J&J	130	132 1/2	4s, new.		100	
6s, do coup. off. 1890.	A & O	130		do 6s, g., 1906.	M&N	119	121	Pittsburg, Pa.—4s, coup., 1913.	J&J		100
6s, Funding act of 1868, 1900.	J&J	10	12	do Cur., 1909.	F&A	119	121	5s, reg. and coup., 1913.	J&J		100
6s, new bonds, 1892-8.	J&J	15		do Skg. fd. 5s, 1930.	M&N	112	113	7s, water, reg. & cp., '93-98.	A & O	122	127
6s, do.	A & O	15		Cleveland							

GENERAL QUOTATIONS OF STOCKS AND BONDS—CONTINUED.

For Explanations See Notes at Head of First Page of Quotations.

RAILROAD BONDS.		Bid.	Ask.	RAILROAD BONDS.		Bid.	Ask.	RAILROAD BONDS.		Bid.	Ask.
St. Paul, Minn.—(Continued)—				Cent. Pacific—1st, 6s, g, 95-98 J&J		115		Cin. Rich. & Chic.—1st, 7s, '95 J&J		110	111
8s, 1889-96, Var.	115	120		State Aid, 7s, g, 88-91 J&J				Cin. Rich. & F.W.—1st, 7s, g, J&J		108	110
Salern, Mass.—6s, long, W.L. & O.	124	126		S. Jo. & Ind.—1st, 6s, g, 1900 A&O				Cin. & Ind.—7s, C.C. & F., 1901 A&O		116	
8s, 1904, W.L. & O.	115½	116		Cal. & Oregon—1st, 6s, g, '88 J&J		103	105	7s, guar. L.S. & M.S., 1901 A&O		113	
San Francisco—7s, g, City & Co. Var.	104			Cal. & Or. C.P. bonds, 6s, '92 J&J		107	107	Clev. Col. C. & I.—1st, 7s, '99 M&N		123	
Savannah funded 5s, consols.	81	84		Land grant M., 6s, g, 1890 A&O		103		Consol. mort., 7s, 1914 J&J		120	126
Somerville, Mass.—5s, 1895 A&O	112	114		West. Pacif., 1st, 6s, g, '99 J&J		113½		Bellev. & Ind. M., 7s, 1899 J&J		112	
6s, 1885 J&J	106	107		Cent. Ohio—1st M., 6s, 1890 M&S		108	109	Clev. & Pitts.—4th M., 6s, 1892 J&J		108	
6s, 1884 A&O	105	106		Charl'te Col. A.—Cons., 7s, '95 J&J		105		Consol. S. F., 7s, 1900 M&N		127	128½
Springfield, Mass.—6s, 1905 A&O	130	132		2d mort., 7s, 1910 J&J		103	104	Clev. & M. Val.—1st, 7s, g, '93 F&A		100	103
7s, 1903, water loan A&O	137	140		Cheraw & Darl.—1st M., 8s, '88 A&O		115		Columbia & Green.—1st, 6s, 1916		100	103
Teledo, O.—7-30s, RR, 1900 M & N				2d mort., 7s J&J		103		C.C. & I.C.—1st consols, 7s, 1908 A&O		120	88
8s, water, 1892 & '94 Var.	116			Ches. & Ohio—Pur. money rd. 1898		105		2d mort., 7s, 1909 F&A		162	
Washington, D.C.—See Dist. of Col.				Series A, 1903		88		Trust Co. cert., 1st, ass'd		115	
Washington, N.C.—6s	95			6s, gold, series B, int. def. 1905		53		do do supplemental		115	
8s, gold, con. on	105			6s, currency, int. deferred, 1918		58	54	Income 7s, 1890		55	
Worcester, Mass.—6s, 1892 A&O	118	119		6s, 1911 A&O		109		Chic. & Gt. East., 1st, 7s, 93-95		100	
5s, 1905 A&O	104	106		Ches. & Atl.—1st M., 7s, '93 J&J		121½		Cin. & Ind. C., 1st M., 7s, 1904 J&J		115	114
4s, 1905 A&O	104	106		Stirling mort., 6s, g, 1903 J&J		116	113	do do 2d M. 7s, 1904 M&J		109	111
Yenkers, N.Y.—Water, 1903	120			Income, 7s, 1883 A&O		100½		Un. & Loganap., 1st, 7s, 1905 A&O		113	116
RAILROAD BONDS.				Bds. Kan. C. line, 6s, g, 1903 M&N		114	115½	T. Loganap. & B., 7s, 1894 F&A		100	103
Ala. Cent.—1st M., 6s, 1918 J&J	96	103		Kans. Riv. Bridge, 1st, s.f., 6s, 1912				Cin. & Chic. A. L., 1886-90 J&J		100	
Income 6s, 1918 J&J		75		Joliet & Chic., 1st M., 8s, '82 J&J				Col. Hook. Val. & Tol.—Consol. 5s		89½	91
Ala. Gt. Southern—1st mort., 1908	107	109		Louis'a & Mo. R., 1st, 7s, 1900 F&A		117		Col. & Hook. V.—1st M., 7s, '97 A&O		115	118
Alb'y & Susq.—1st M., 7s, '88 J&J				do do 2d, 7s, 1900 M&J				do do 2d M., 7s, 1892 J&J		108	
2d mortgage, 7s, 1885 A&O				ST. L. Jack's V.—1st, 7s, '94 A&O		115		Col. & Toledo—1st mort. bonds		121	
Consol. mort., 7s, 1906 guar. A&O	124			do 1st guar. (564), 7s, '94 A&O				do do 2d mort.		110	115
Allegheny Cent.—1st M., 6s, 1922		100		do do 2d M. (360), 7s, '98 J&J				Col. Springf. & C.—1st, 7s, 1901 M&S			
Income, 1912		122		do do 2d guar. (188), 7s, '98 J&J				Col. & Xenia—1st M., 7s, 1890 M&S		107	111
Allegh. Val.—Gen. M., 7-30s J&J		118		Chic. B. & Q.—1st, S.F., 8s, '83 J&J		102		Conn. & Passump.—M., 7s, '93 A&O		115½	116
East. exten. M., 7s, 1910 A&O		118		Consol. mort., 7s, 1903 J&J		127	125½	Massawippi, g. 6s, gold, '89 J&J			
Income, 7s, end., 1894 A&O		53		Bonds, 5s, 1895 J&J				Conn. Val.—1st M., 7s, 1901 J&J		85	95
Atch'n & Neb.—1st, 7s, 1907 M&S		116		5s, 1901 J&J		102		Conn. West.—1st M., 7s, 1900 J&J		31	33
Atch. & Pike's Peak—1st, 6s, g, M&O		100		5s, 1919, Iowa Div. A&O				Connecting (Phila.)—1st, 6s, M&J		116	
Atch. Top. & F., 1st, 7s, g, '99 J&J		120		4s, 1919, do A&O		83	85	Cumher. Val.—1st M., 8s, 1904 A&O		118	
Land grant, 7s, g, 1902 A&O		113½		4s, Denver Extension		84		Dakota Southern—7s, gold, '94 F&A		195	190
2d mort., 7s, g, 1903, conv. A&O				Bur. & Mo. R., 1st M., 7s, '93 A&O				Danby & Norwalk—7s, '80-92 J&J			
Land income, 8s J&J		101	102	do Conv. 8s, '94 ser. J&J				Dayton & Mich.—Consol. 5s J&J		104	105
Guaranteed 7s, 1909 J&J & A&O		114	114½	Bur. & Mo. (Neb.), 1st, 6s, 1918 J&J				2d mort., 7s, 1884, now 1st M&S		102	103
5s, 1909 (1st mort.)		97½	98	do Cons. 6s, non-ex. J&J				3d mort., 7s, 1888, now 2d A&O		107	108
5s, plain bonds, 1920		87	88	do 4s, (Neb.), 1910 J&J				Dayt. & West.—1st M., 6s, 1905 J&J		110	111
5s, 1920 A&O		84	84	do Neb. R., 1st, 7s, A&J				1st mort., 7s, 1905 J&J		116	118
Florence & El. A. & F., 7s, A&O		107	108	do Omaha W., 1st, 8s, A&J				Delaware & Ches.—1st, 6s, 1905 J&J		118	
K.C. Topeka & W., 1st M., 7s, g, J&J		117½	118	Dixon Peo. & H., 1st, 8s, 1889 J&J				Del. & Bound B'k.—1st, 7s, 1905 F&A		125	
do Income 7s A&O		105	106	ott. Ott. & Fox R., 8s, 1900 J&J				Del. Lack. & W.—Conv. 7s, 1892 J&J			
N. Mex. & So. Pac., 1st, 7s, 1909 A&O		113½	114½	Quincy & Wars'w., 1st, 8s, '90 J&J				Mort. 7s, 1907 M&S		127	
Pleasant Hill & De Soto, 1st, 7s, 1907		108		Chic. & Can. So.—1st, 7s, 1902 A&C		33	40	Den. & Rio G.—1st, 7s, g, 1900 M&N		113½	
Pueblo & Ark. V., 1st, 7s, g, 1903		114	114½	Chic. C. Dub. & Minn.—7s, 1910 J&J		106	107	1st consol. mort., 7s, 1910 J&J		97	98½
Whitchita & W., 1st, 7s, g, 1903		108	109	Chic. & East Ill.—1st mort., 6s, 1907			99	Den. & R. G. West.—Bonds		69	71
Atlanta & Charlotte Air L.—1st, 7s		108½		Income bonds, 1907				Den. S. P. & Pac.—1st, 7s, 1905 M&N		102	102½
Income, 6s		80	80½	Chic. & Gr. Trun.—1st mort., 1909		88	100	Des M. & Ft. D.—1st, 6s, 1905 J&J		100	
Atlantic & Pac.—1st, 6s, 1910 J&J		97½		Chic. & Iowa—2d M., 8s, 1901 J&J		90		1st inc. 6s, 1905		74	
Income, 1910 J&J		31		Chic. P. & Neb.—2d M., 5s, 1883		101		Detroit & Bay C.—1st, 8s, 1902 M&N		100	
Baltimore & Ohio—6s, 1885 A&O		103	105	Chic. & Mich. L. Sh.—1st, 8s, '89 M&S		113	114	1st M., 8s, end. C. M., 1902 M&N		113	114
Sterling, 5s, 1927 J&J		107	109	Chic. Mil. & St. Paul				Det. G. Haven & Mil.—Equip. 6s, 1918		115	117
Sterling, 6s, 1895 M&S		114	116	Pac. Div., 1st M., 8s, 1898 F&A		131	133	Con. M., 5s till '84, after 6s, 1918		113	115
Sterling mort., 6s, g, 1902 M&S		117	119	P. D., 2d M., 7-30s, 1898 F&A			125	Det. L. & North.—1st, 7s, 1907 J&J		117½	118
do 6s, g, 1910 M&S		125		St. P. & Chic., 7s, 1902 J&J				Det. M. & Ck. & M.—1st, 6s, 1921 A&O		94½	
Parkersburg Br. & E., 1st, 7s, 1910		109		Mil. & St. P., 2d M., 7s, '84 A&O		100	103	Det. & Grant, 3½, S. A., 1911		72	75
Balt. & Potom., 1st, 6s, g, 1911 J&J		114	116	La. C., 1st M., 7s, 1893 J&J			124	Income, 1921			
1st, tunel, 6s, g, d, 1911 A&O		114	116	I. & M., 1st M., 7s, 1897 J&J			127	Dub. & Dak.—1st M., 6s, 1919 J&J		99	
Belvidere Del.—1st, 6s, g, 1902 J&J		121	126	P. & Dak., 1st M., 7s, 1899 J&J		124		Dubuque & Sioux C.—1st, 7s, '83 J&J		100	
2d mort., 6s, 1885 M&S				Hast. & Dak., 1st M., 7s, 1910 J&J		117	118	1st mort., 2d Div., 1894 J&J		114	
3d mort., 6s, 1887 F&A				Chic. & Mil., 1st M., 7s, 1903 J&J				Dunk. A. V. & P.—1st, 7s, g, 1903 J&J		100	
Boston & Albany—7s, 1892 F&A		124	124½	1st mort., consol., 7s, 1905 J&J		125		East Penn.—1st M., 7s, 1888 M&S		107	
6s, 1895 J&J		117	118	1st M. I. & D. Ext., 7s, 1913 J&J		124		E. Tenn. Va. & Ga.—1st, 7s, 1900 J&J		113	114½
Bost. Clint. & F., 1st, 6s, '84 J&J		101½	102½	1st M. M. & S., 1st, 7s, 1909 J&J		109	109½	1st mort., consol., 5s, 1930 J&J		72	72½
1st M., 7s, 1889-90 J&J		113	115	1st M., 5s, La. C. & Dav. 1919 J&J		94	94½	Income, 6s, 1931		39	43
B. C. P. & N. B., 5s, 1910 J&J		104	105	So. Minn., 1st 6s, 1910 J&J		107		Divisional, 5s, 1930 J&J		92	
N. Bedford RR., 7s, 1894 J&J		120		Chic. & Pac. Div., 6s, 1910				E. Tenn. & Ga., 1st, 6s, '80-86 J&J		98	102
Equipment, 6s, 1885 F&A		103		do West. Div., 5s, 1921 J&J		93		E. Tenn. & Va., end. 6s, 1886 M&N		98	103
Frankman & Lowell—1st, 5s, '91		91	93	Mineral Pt. Div., 5s, 1910 J&J		91½		Eastern, Mass.—6s, g, 1906 M&S		110	110½
Notes, 8s, 1883				Chic. & L. & S. Div., 5s, 1921		97	99	Sterling debs., 6s, g, 1906 M&S		104	106
ost. Cone. & Mon.—S.F., 6s, '89 J&J		106½	107	Chic. & N.W. Sunk. 1st, 7s, '85 F&A		107½	108	Eliz. City & Nor.—3 F. deb. 6s, A&O			
Consol. mort., 7s, 1893 A&O		112	113	Interest mort., 7s, 1883 M&N		101		1st mort., 6s, 1920 M&S		95	98
Bost. Hart. & E.—1st, 7s, 1900 J&J		51½		Consol. mort., 7s, 1913 J&J		134½		E. Izab. & Big S.—1st, 6s, 1922 M&S		95	98
1st mort., 7s, guar. J&J				Exten. mort., 7s, 1885 F&A		107		Einirak Wumpsl—1st, 6s, 1910 J&J		115	
Boston & Lowell—7s, '92 A&O		119½	120	1st mort., 7s, 1885 F&A				5s, perpetual			
6s, 1896 J&J		111	113	Consol., gold, 7s, ep, 1902 J&J		125½	128½	Eric & Pittsb.—1st M., 7s, '82 J&J			
New 5s, 1899 J&J		104	105	do do reg.		125		Cons. mort., 7s, 1898 J&J		110	
Boston & Maine—7s, 1893-94 J&J		123½	124½	Sinking fund, 6s, '79, 1929 A&O		110	111	Equipment, 7s, 1890 A&O		95	
Bost. & Providence—7s, 1893 J&J		124	125	do do reg.				Evans & Crawford—1st, 7s, '87 J&J		103	106
Bost. & Revere Pk.—1st, 6s, '97 J&J		114	115	do 5s, '79-1929 A&O		98½	99	Evans & T.H., 1st cons., 6s, 1921 J&J		95½	97
Brooklyn Elevated—Bonds		40	50	do 2d mort., 7s, 1929 reg. A&O				Evans T.H. & Chid., 1st, 7s, g, M&S		109	
Buff. Brad. & P.—Gen. M., 7s, '96 J&J		100		Iowa Mid., 1st M., 8s, 1900 A&O				Fitchburg—5s, 1899 A&O		109	110
Buff. N. Y. & Erie—1st, 7s, 1916 J&J		130		Peninsula, 1st, conv., 7s, '98 M&S				5s, 1900-01-02		110½	112
Buff. N. Y. & Phil.—1st, 6s, g, '96 J&J				Chic. & Mil., 1st M., 7s, '98 J&J		122		6s, 1898		114	116
2d mort., 7s, g J&J				Mil. & Mad., 1st, 6s, 1905 M&S		113		7s, 1894		124	125
Buff. & Southwest—6s, 1908 J&J				Chic. R.I. & Pac.—6s, 1917, coup. J&J		126	127½	Flint & P. Marq.—M., 6s, 1920 A&O			115
Bur. C. I. & N.—1st, 5s, new, 6s J&J		100	100½	Chic. & S.W., 1st, 7s, guar. '99 M&N				Flint & Holly, 1st, 10s, '88 M&N		105	
C. Rap. I. & N., 1st, 6s, 1920 A&O		103		Chic. St. L. & N.O.—1st, 6s, 1897 F&A		115		Bay C. & E. Sag.—1st, 10s, 82 J&J			
Bur. & Southw.—1st M., 8s, '95 M&N		60		2d mort., 6s, 1907 F&A				Holly W. & M.—1st, 8s, 1901 J&J		115	
Calif. Pac.—1st M., 7s, g, '89 J&J		105	103	Ten. lien, 7s, 1897 M&N		113		Ft. Madison & N. W., 1st, 7s,			

GENERAL QUOTATIONS OF STOCKS AND BONDS—CONTINUED.

For Explanations See Notes at Head of First Page of Quotations.

RAILROAD BONDS.		Bid.	Ask.	RAILROAD BONDS.		Bid.	Ask.	RAILROAD BONDS.		Bid.	Ask.
Ill. Cent.—1st M. Chic. & Spr. '98 J&J	110			Mexican Central—1st, 7s	79	82½		North Penn.—1st M., 6s, 1885 J&J	106		
Middle Div. reg. 5s, 1893 A&O	106½	108		Mexican National	58	59½		2d mort., 7s, 1896 M&N	122	123	
Sterling, S. F., 5s, 1893 A&O	115	117		Michigan Central—				3d mort., 7s, 1903 J&J	124		
Sterling, gen. M., 6s, 1895 A&O	107	109		Consol., 7s, 1902 M&N	127			New loan, 6s, reg. 1900 M&N	106		
Sterling, 5s, 1905 J&D	113½	114		1st M. on Air Line, 8s, 1890 J&J	114½	115		North Wisc.—1st, 6s, 1930 J&J	122		
Ill. Grand Tr.—1st M., 8s, 90 A&O	113½	114		Air Line, 1st M., 8s, guar. M&N	113	114		Northeast, S.C.—1st M., 8s, '99 M&N	122		
Ind. B. & W.—1st, pf., 7s, 1900 J&J	88½	90		Equipment bonds, 8s, '83 A&O	103½			2d mort., 8s, 1899 M&N	118		
1st mort., 4-5-6, 1909 A&O				Gd. Riv. Y., 1st 8s, guar., '86 J&J	1107	109		North'n Cent.—2d mort., 6s, 85 J&J	105½	106	
2d mort., 4-5-6, 1909 A&O				6s, 1909 M&N				3d mort., 6s, 1900 A&O	115½	116½	
East. Div., 1st mort.				5s, coup., 1931 M&N				Con. mort., 6s, g. coup., 1900 J&J	115	116	
do income				5s, reg. 1931 M&N				6s, k, reg., 1900 A&O	115	117	
Income, 1919				Kalamazoo & S. H., 1st 8s, 90 M&N	1110½	112		Mort. bonds, 6s, 1926 J&J	97		
In. polis & S. P.—1st, 7s, 1906 A&O	101	101½		J.L. & Sag. 1st, 8s, '85, 'wh. bds. J&J	107½	107½		Con. mort., 6s, g. 1904 J&J	113		
2d mort., 5s, 1911 J&J				do North Ext., 8s, '90 M&N				Northern, N.J.—1st M., 6s, '88 J&J	199	101	
2d mort., income, 1906 J&J				J.L. & Sag. Cons. M., 8s, '91 M&N	114½	117½		Norw' & Worc.—1st M., 6s, '97 J&J	116	119	
New 1st mort. 6s, funded				do Cs, 1891 M&N				North. Pac. P. D'O Div.—6s, M&N	110		
Ind. polis & St. L.—1st, 7s, 1919 Var.	95			Joliet & N. Ind., 1st, 7s (guar. M.C.)	120	122		Gen'l. l. g., 1st, 6s, 1921 J&J	103½	103½	
2d mort., 7s, 1900 J&J				Midland of N. J.—1st mort.	86½			Gen'l. l. g., 1st, 6s, reg. J&J	103½	101	
Ind. polis & Vin.—1st, 7s, 1908 F&A	105	105		Income, "A" M&N	10	10		Old Wash. & C. H.—1st M., 6s, '98 J&J	102½	101	
2d mort., 6s, g., guar., 1900 M&N	95	101		do "B" M&N	5½	6½		S. F. Consol., 6s, 1920 M&N	102½	93	
Int. & Gt. North.—1st, 6s, 1919 M&N	105½			MILL'S & W.—1st M., 6s, 1921 M&N	100½	101½		Income, 1920 M&N	35	37	
Coup. 6s, 1909 M&N	80			1st. incomes	78	82		Ohio Cent.—1st mort., 6s, 1920 J&J	90	91	
2d mort., income, 8s, 1909 J&J				Mil. & No.—1st, 5-6s, 1910 J&D	95	98		Incomes, 1920 J&J	33		
Ionia & Lansing—1st 8s, '89 J&J	110	112		Minn. & St. L.—1st M., 1927 J&D	115½			1st For'l Trust, 6s, 1920 J&J		90	
Iowa City & West.—1st, 7s, 1903 M&N	107	112		1st M., Iowa City & W., 1909 J&D	111½			Mineral Div., Inc. 7s, 1921 J&J			
Pa Falls & Sioux C.—1st, 7s, '99 A&O	1119	121		2d mort., 7s, 1891 J&J				River Div., 1st mort.	12	62½	
Thaca & Athens.—1st m., 7s, g. J&J				Southwest. Ext., 1st, 7s, 1910 J&J	111	112		do income	18	18½	
Jefferson—Hawley Br. 7s, '97 J&J				Pacific Ext., 1st, 6s, 1921 J&J	101½	102½		Ohio & Miss.—Cons. S. F. 7s, '98 J&J	116		
1st mort., 7s, 1889 J&J	106			Miss. & Tenn.—1st M., 8s, series "A"	123	128		Cons. mort., 7s, '98 J&J	116	120	
Jeff. Mad. & Ind.—1st, 7s, 1906 A&O	116	118		8s, series "B" J&J	101	111		2d mort., 7s, 1911 M&N	120	121½	
2d mort., 7s, 1910 J&J	115	115½		Mo. K. & T.—Cons. ass., 1904-6 F&A	103½			1st mort., Spring Div., 1905 M&N	118	123	
Junction R.R. (Phil.)—1st, 6s, '82 J&J				Consolidated 6s, 1920 J&D	86	86½		Ohio Southern—1st 6s, 1921 J&D	84	84½	
2d mort., 6s, 1900 A&O				1st, 6s, g., 1899 (U. P. S. Br.) J&J				2d income, 6s, 1921 J&J	30	34	
K.C. Ft. Scott & T.—1st, 7s, 1903 J&J	101	102		Car. P. R., 1st mort., 6s, '93 J&J	64½			Ohio & W. Va.—1st, s. f., 7s, 1910 M&N	117	117½	
Kansas C. Lav. & So., 1st, 5s, 1909 J&J	101	102		2d mort., C. R. I. F. & N., 1920 J&J				Subsidy bonds, 6s, 1910 M&N	117	117½	
K.C. St. Jos. & C.B.—M. 7s, 1907 J&J	114	114½		General mort. gage				Old Colony—1st, 6s, 1897 F&A	116½	116½	
Kansas & Nebraska—1st mort.	50	70		Boonev's B'ge, 7s, 1906 M&N	107			6s, 1895 M&N	121½	125	
2d mort.	20	32		Han. & C. Mo., 1st 7s, g., '90 M&N	107			7s, 1895 M&N	121½	125	
Kentucky Central—6s, 1911 J&J	100	103		do 2d, 1892 M&N				Oreg. & Cal.—1st 6s, 1921 J&J	94	96	
Kokouk & Des M.—1st, 5s, guar. A&O	100	103		Mo. Pac.—1st mort., 6s, g., '88 F&A	105			Oregon Short Line—1st mort.		100½	
L. Erie & West.—1st, 6s, 1919 F&A				Consol. 6s, 1920 M&N				Osw. & Rome—1st M., 7s, 1915 M&N	108		
Income, 7s, 1899 J&J				Consol. 6s, 1920 M&N				Panama—Ster'g M., 7s, g., '97 A&O	120	122	
Bandusky Div., 6s, 1915 J&A	40	55		Car. P. R., 1st mort., 6s, '93 J&J	112			Long fund sub., 6s, 1910 M&N	108	111	
do income, 1920 J&J				3d mortgage, 7s, 1906 M&N				Subsidy bonds, 6s, 1910 M&N	108	111	
La. B. & M., 1st, 6s, 1919 M&N				Income, 7s, 1892 J&J				Paris & Danville—1st M., 7s, 1903 J&J			
do income, 7s, 1899 J&J				Mob. & Ala. Gr. Tr.—1st, 7s, g., '95 J&J				Paris & Dec't'r—1st M., 7s, g., '92 J&J			
Lake Shore & Mich. So.—				Mobile & O.—1st pref. debentures	75½	81		Pekin Lin. & Dec.—1st, 7s, 1900 F&A	121	123	
M. So. & N. L. S. F., 1st, 7s, '85 M&N	107½	108		2d pref. debentures				Penna.—Gen. M., 6s, ep., 1910 Q-J	121	123	
Cleve. & Tol. 1st M., 7s, '85 J&J				3d pref. debentures				Gen'l mort., 6s, reg., 1910 A&O	121		
do 2d M., 7s, 1886 A&O	105½			4th pref. debentures				Cons. mort., 6s, reg., 1905 Q-M	120	122½	
C. P. & Ash., new 7s, 1892 A&O				Cairo Extension 6s, 1892 J&J	109			do 6s, coup., 1905 J&J	106	121	
Buff. & E., new bds, 7s, '98 A&O				Morg'n's La. & Tex., 1st, 6s, 1920 J&J				Penn. Co., 6s, reg., 1905 Q-J	106	97½	
Buff. & State L., 7s, 1882 J&J				Morris & Essex—1st, 7s, 1914 M&N	138	140		do 1st M., 4s, 1921 J&J	95	97½	
Det. Mou. & Tol., 1st, 7s, 1906 J&J	119½			2d mort., 7s, 1891 F&A	113	115		do 1st mort., 4s, 1906 reg.	95½		
Jamest. & Frankl., 1st, 7s, '97 J&J				Bonds, 7s, 1900 J&J				Penn. & N.Y.—1st, 7s, '96 & 1906 reg.	122½		
do 2d M., 7s, '94 J&D				General mort., 7s, 1901 A&O	115	123		Pennsacola & Atlantic—Bonds, M&N	60	73	
Kalamazoo Al. & Gr. R., 1st, 8s, J&J				Consol. mort., 7s, 1915 J&D				Peoria Dec. & Ev.—1st, 6s, 1920 J&J	105		
Kal. & Scholcraft, 1st, 8s, '87 J&J				Nashua & Low.—6s, g., 1893 F&A	113	115		Incomes, 1920 M&N	78		
Kal. & Vh. Pigeon, 1st, 7s, '90 J&J				5s, 1900 J&J	103½	103		Evansville Div., 1st 6s, 1920 M&N	98		
Dividend bonds, 7s, 1899 A&O				Nashv. Ch. & St. L.—1st, 7s, 1913 J&J	115½	116½		Peoria & Pekin Union	90		
L. S. & M. S., cons., ep., 1st, 7s, J&J	127	128		2d mort., 6s, 1901 J&J				Pierikemen—1st M., 6s, 1887 A&O	106		
do cons., reg., 1st, 7s, 1900 Q-J	124½			1st, Tenn. & Pac., 6s, 1917 J&J				Cons. mort., 6s, 1913 J&J	93	96	
do cons., ep., 2d, 7s, 1903 J&D	127			1st, Me. M. W. & A., 6s, 1917 J&J				Petersburg—1st M., 8s, 79-95 J&J	107		
do cons., reg., 2d, 7s, 1903 J&D	125	126		Nashv. & Decat'r.—1st, 7s, 1900 J&J				2d mort., 8s, 1902 J&J	116	117	
Lawrence & Lark, 7s, 1895 F&A				Natchez Jack. & Col.—1st, 7s, 1910 J&J				Phila. & Erie—2d M., 7s, 1888 J&J	111		
Lehigh & Lack.—1st M., 7s, '97 F&A	122½			Nevada Cen.—1st 6s, 1904 A&O				Gen. M., guar., 6s, g., 1920 J&J	117		
Lehigh Val.—1st, 6s, coup., '98 J&D	122½			1st mort., 6s, 1887 J&J	104½	107½		Smunbury & Erie, 1st, 7s, '97 A&O	122		
1st mort., 6s, reg., 1898 J&J	122½			New K's set & S.—1st, 7s, g., '89 M&N	104½	107½		Phila. & Reading—2d, 7s, '93 A&O	119		
2d mort., 7s, 1910 M&N	135			N'burgh & N.Y.—1st M., 7s, 1888 J&J	102			Debenture, 1893 J&J	60	65	
Gen. M., s. f., 6s, g., 1923 J&D	122			N. J. Southern—1st M., new 6s J&J	96	100		Mort., 7s, coup., 1911 J&D	127		
Delaware Ld. Co. bds, end, 7s, '92 J&J				N. O. Mob. & Tex.—Deb. scrip. 1930				Gold mort., 6s, 1911 J&D	112		
Little Miami—1st M., 6s, 1883 M&N	100½	101		N. O. Pac.—1st, 6s, g., 1920 J&J				Improvement mort., 6s, 1897 J&J	94½	95½	
L. Rock & Ft. S.—1st, 6s, 7s, '95 J&J	107	107½		N.Y. & C.—2d M., 6s, g., 1904 M&N	111	113		Gen'l mort., 6s, G. C., 1908 J&J	75	75½	
Little Schuylkill—1st, 7s, '82 A&O				N.Y. C. & Hud.—1st M., ep. 1903 J&J	133			New convertible, 7s, 1895 J&J	75	75½	
Long Island—1st M., 7s, 1898 M&N	122			Mort., 7s, reg. 1903 J&J	133			G. S. F. & G., 6s, g., 1908, r. ep. J&J			
1st consol. 5s, 1931 Q-J	97	97½		Subscription, 6s, 1883 M&N	102½			Scrip for 6 deferred coupons	100½		
2d mort., 7s, 1918 J&J				Sterling mort., 6s, g., 1903 J&J	121	123		Coal & L., guar. M., 7s, '92 M&N	70		
Newtown & Fl., 1st, 7s, 1891 J&J				N. Y. C. premium, 6s, 1883 M&N	102½	102½		Income mort., cons. 7s, '96 J&D	110	112	
N. Y. & Rockaway, 7s, 1901 A&O				do 6s, 1887 J&D	108			Phila. Wil. & Balt.—6s, 1892 A&O	114	115	
Smith't'n & P. Tel., 7s, 1901 M&N				do real est., 6s, 1883 M&N	102½			6s, 1900 A&O	114	115	
L. City & Flushing—1st, 6s, 1911 J&J	56	53		Hud. R., 2d M., 7s, 1885 J&D	108			6s, 1910 A&O	104	106	
do incomes				N.Y. Chic. & St. L.—1st, 6s, 1921 J&D	90½	90½		Pittsb. Bradf. & B.—1st, 6s, 1911 A&O		95	
Lou. C. & Tex.—1st, 7s, '97 J&J (ev)	117	118		Equipment bonds, 8s, 1903 J&J				Pittsb. & St. L.—1st, 6s, 1910 M&N	121		
2d mort., 7s, 1907 J&J	111½	112½		N. Y. City & N. G., Gen'l, 1910 M&N	56	60		2d mort., 7s, 1913 J&J	121		
Lou. & Nashv.—1st, 6s, 1905 A&O	115½			Trust Co. receipts	56	56		Steubenville & Ind., 1st, 6s, '84 Var.	102		
2d mort., 7s, g., 1883 M&N	104			N. Y. Elevated.—1st M., 1906 J&J	115½	117		Pittsb. & Con'l Ind.—1st M., 7s, '93 J&J	119	121	
Cecilian Br., 7s, 1907 M&N				N. Y. & Greenw'd L.—1st M. inc. 6s	25	35		Sterling cons. M., 6s, g., guar. J&J	120	122	
Louisville loan, 6s, '86-87 A&O				2d mortgage income	5	10		Pittsb. Ft. W. & C.—1st, 7s, 1912 J&J	137	138	
Leb. Knovv. 6s, 1931 M&N				N.Y. & Harlem—7s, coup., 1900 M&N	133½			3d mort., 7s, 1912 J&J	126		
Mem. & O. stl., M., 7s, g., 1902 J&J	121	123		7s, reg., 1900 M&N	133½			2d mort., 7s, 1912 J&J	126		
M. & Clark's, stl., 6s, g., 1901 F&A				N.Y. L. E. & W.—1st, 7s, '97 ext. M&N	128			Equipment, 8s, 1884 M&N	102	104	
N. O. & Mobile, 1st 6s, 1930 J&J	91			3d mort., 7s, 1883 M&N	109½	107½		Pitts. Titusv. & B.—New 7s, 96 F&A		95	
Pensacola Div., 1st, 6s, 1920 M&N	100			4th mort., ext. 5s, 1920 A&O	105			Buff. Ch. L. & Pitt. 1st, 7s, 1909 M&N	102		
St. Louis Div., 1st, 6s, 1921 M&N	95			5th mort., 7s, 1888 J&J	111			Oil Creek, 1st M., 6s, 1912 A&O	102		
do 2d, 3s, 1900 M&N	48½			1st cons. M., 7s, g., 1920 M&N	127						

GENERAL QUOTATIONS OF STOCKS AND BONDS—CONTINUED.

For Explanations See Notes at Head of First Page of Quotations.

RAILROAD BONDS.		Bid.	Ask.	RAILROAD STOCKS.		Bid.	Ask.	RAILROAD STOCKS.		Bid.	Ask.
St. Joseph & Pacif.—1st mort.	65	75		Wabash—(Continued)—				Cin. Hamilton & Dayton	100	70	72
2d mort.	22	35		Detroit Div., 6s, 1921	J&J			Cin. Indianap. St. Louis & Chic.	100	95	97
St. L. Alt. & T.H.—1st M., 7s, '94 J&J	114 1/2			Cairo Div., 5s, 1931	J&J	85		Cincinnati & Milford			100
2d mort., pref., 7s, 1894	110 1/2			Consol. mort., 7s, 1907, cons., ex Q-F	99 1/2	100 1/2		Cincinnati N. O. & Tex. Pac.	100	85	89
2d income, 7s, 1894	99 1/2			1st St. L. div., 7s, 1889, ex F&A	101	102 1/2		Cin. Sandusky & Cleveland	100	26 1/2	27 1/2
Div. bonds, 1894	60			St. West, Ill., 1st, 7s, '88, ex F&A	103 1/2			do	Pref., 6.30		
Bellef. & S. Ill., 1st, S.F. 8s, '96 A&O	124			do	2d, 7s, '93, ex M&N	103 1/2		Cincinnati (street)			103
St. Louis & I. Mt.—1st, 7s, '92 F&A	114			Q'ney & Tol., 1st, 7s, '90, ex M&N	105			Clev. Col. Cin. & Indianap. guar.	100	80 1/2	
2d mort., 7s, 1897	106	109		Ill. & S. Ia., 1st, 7s, '82, ex F&A	104	105 1/2		Clev. & Pittsburgh, guar., 7	100	138	140
1st 7s, inc., pf. int. accumulative.	99			St. L. K.C. & N. (rest. & R.), 7s, M&S	106 1/2	110		Col. Chic. & Indianap. Central	100	8 1/2	9
2d 6s, inc. int. accumulative.	106	107		do Om. Div., 1st, 7s, 1919 A&O	118			Columbia & Xenia, guar., 8	100	145	149
Ark. Br. l. gr. M., 7s, g., '95 J&D	106 1/2			do Clarin. Br., 6s, 1919 A&O	118			Columbia & Greenville	100	66	70
Cairo Ark. & T., 1st, 7s, g., '97 J&D	106 1/2			do No. Mo., 1st, '95	118			do	Pref., 100	66	70
Cairo & Ful., 1st, g., 7s, g., '91 J&J	106 1/2			do St. Cha's Bridge 6s, 1908	85			Concord & Portsmouth, guar., 7	100	103	107
Gen. con. Ry. & I., g., 5s, 1931 A&O	77 1/2			Wab. Fund, 1907—Var. 7s. F&A	110			Connecticut & Passumpsic	100	91	95
St. L. & San F.—2d M. class A, '06 M&N	100 1/2			do Various 6s.	F&A			Connecticut River	100	161	163
2d M. class B, 1906	90	90 1/2		Warren (N.J.)—2d M., 7s, 1900	110			Connotton Valley	100	7 1/2	7 1/2
do class C, 1906	90			W. Jersey & At. 1st M., 6s, 1910 M&S	107 1/2			Danbury & Norwalk	100	69	69
South Pacific—1st M., 1888 J&J	104			1st mort., 6s, 1896	J&J	117	118	Dayton & Michigan, guar., 3 1/2	50	59	59
P. C. & O. 1st, 6s.	F&A			Consol. mort., 7s, 1890	A&O			do	Pref., guar., 8.50	143	
Equipment 7s, 1895	J&D			2d mort., 6s, 1890	A&O	109	112	Delaware & Bound Brook	100	130	130 1/2
St. L. Vand. & T.H.—1st M., 7s, '97 J&J	118			2d mort., 8s, guar., '90	A&O	109		Denver & New Orleans	100	20	20
2d mort., 7s, 1898	110			West. Mt. End., 1st, 6s, 90 J&J	115	125		Denver & Rio Grande	100	55 1/2	55 1/2
2d 7s, guar., '98	M&N			1st mort., 6s, 1890	J&J	110	111 1/2	Denver & Rio Grande Western	100	20	23
St. P. & Duluth—1st, 5s, 1931 F&A	100			End., 2d mort., 6s, 1890	J&J	115	125	Des Moines & Fort Dodge	100	14	20
St. P. Minn. & Man.—1st 7s, 1909 J&J	110	111		2d mort., pref., 6s, 1895	J&J	108 1/2	110	do	do	30	38
2d 6s, 1909	A&O			2d, end. Wash. Co., 6s, 1890 J&J	113	120		Det. Lansing & Northern, com.	100	76	78
Dak. Ext., 6s, 1910	M&N	108 1/2	109	3d, end., 6s, 1900	J&J	129		do	do	113	114
Minn's U'n, 1st, 6s, 1922	J&J	109	111	West Penn.—1st M., 6s, '93 A&O	111			Dubuque & Sioux City	100	87	88
Bandusky M.&N.—1st, 7s, 1902 J&J	111 1/2			Pitts. Br., 1st M., 6s, '96 J&J	108	110		East Tennessee Virginia & Ga.	100	17	18
Savannah Florida & West	J&J	107	110	Wheeling & L. Erie—1st, 6s, g., 1910	116	119		do	do	17	18
At. & Gulf, cons. 7s, 1897	J&J	107	110	Wilm. Columbia & Augusta, 6s.	108	110		Eastern (Mass.)	100	42	42 1/2
1st mortgage, 7s	J&J	105		Wit. & Weldon—S.F., 7s, g., '96 J&J	106 1/2			Eastern in N. H.	100	92 1/2	94
S. Ga. & Fla., 1st M., 7s, 1899, M&N	110	115		Whomax & St. Pet.—1st M., 7s, '87 J&J	106 1/2			Eel River	100	64	66
Scioto Val.—1st M., 7s, sink'g fund	100 1/2	102 1/2		2d mort., 7s, 1907	M&N	129		Elmira & Williamsport, 5	50	41	
2d mort.	190			Wis. Cent.—1st, 7s, consps. unfund.				do	Pref., 7.50	38	
Consol. 7s, 1910	J&J	95		1st series, new	179	79 1/2		do	Pref., 7.50	38	
Selma Rome & Dalton—1st mort.	14	2 1/2		Wis. Valley—1st, 7s, 1909	J&J	112	113	do	Pref., 7.50	38	
2d mort.	14	2 1/2		Wor. & Nashua—5s, '93-95. Var.	100	101		Evansville & Terre Haute	100	79 1/2	79 1/2
Income	3 1/2			Nash. & Roch., guar., 5s, '94 A&O	100	101		Fitchburg	100	130	130 1/2
Sloux C. & Pac., 1st M., 6s, '98 J&J	99 1/2							Flint & Pere Marquette	100	21	21 1/2
So. Carolina—1st M., 6s, 1920 A&O	93	95						do	do	95	96
2d mort., 6s, 1931	J&J							Georgia Railroad & Bank'g Co.	100	7	12 1/2
Bonds, 7s, non-mort.	A&O							Grand Rapids & Indiana	100		
Income 7s, 1931	64							Grand River Valley, guar., 5	100		
South Side, L.L.—1st, 7s, 1887	M&S	102						Green Bay Winona & St. Paul	100	10	10
So. Cen. (N.Y.)—1st mort., 5s	80							Hannibal & St. Joseph	100	46	52
So. Pac. Cal.—1st, 6s, g., 1905-6 J&J	103 1/2	104						do	Pref., 7.10	80 1/2	87 1/2
Southwestern (Ga.)—Conv., 7s, 1886	106							do	Pref., 7.10	80 1/2	87 1/2
Summit Br.—1st, 7s, 1903	J&J	90	95					Harrisburg P. Mt. J. & L., guar., 7.50	100	136 1/2	137
Sunb. Haz. & W.B.—1st, 5s, 1925 M&N	25	30						Highland (street), Boston	100	80	
2d mort., 6s, 1938	M&N	106	109 1/2					Houston & Texas Central	100		
Susp. B. & Erie, Inc.—1st M., 7s	125							Huntingdon & Broad Top	100	50	
Syr. Bing. & N.Y.—consol. 7s, '06 A&O	107							do	do	163 1/2	
Tex. Cent.—1st, 6s, 1917, 1906 M&N	106							Illinois Central	100	138 1/2	139 1/2
1st mort., 7s, 1911	M&N	100						Indiana Bloomington & West, new	100	44	45
Texas & Pac.—1st, 6s, g., 1905 M&N	90							Indian. Decatur & Sp., com.	100	8	8 1/2
Consol. mort., 6s, gold, 1905 J&D	61 1/2	62						do	do	100	
Inc. and land gr., reg., 1915 July	82 1/2	82 1/2						Iowa Falls & Sioux City	100	87 1/2	88 1/2
1st (Rio Gr. Div.), 6s, 1930 F&A	80							Jell'v. Mad. & Ind'p's, leased	100		
Texas & St. Louis—1st, 6s, 1910 J&D	80							Joliet & Chicago, guar., 7	100	135	140
Land grant, income, 1920								Kansas City Ft. Scott & Gulf	100	80	85
Tol. Cin. & St. Louis—1st mort.	68 1/2	67 1/2						do	do	122	124
Income	14	17 1/2						Kentucky Central	100		
Tol. Del. & Bur.—1st main, 6s, 1910	63	63 1/2						Keokuk & Des Moines	100		
do 1st Dayton div., 6s, 1910	20	90						do	Pref., 100		
do 1st Ter'l trust, 6s, 1910	17	18						Lake Erie & Western	100	37 1/2	37 1/2
Income, 6s, 1910, main line	17	18						Lake Shore & Mich. So.	100	112 1/2	112 1/2
Dayton Div. Inc., 6s, 1910								Lehigh Valley	100	66 1/2	66 1/2
United Co's N.J.—Cons. 6s, '94 A&O	111	113						Lehigh & Wilkesbarre	100	20	
Sterling mort., 6s, 1890 M&S	119	121						Little Rock & Fort Smith	100	52 1/2	53
do	119	121						Little Miami, leased, 8	100	141	145
Cam. & Amb. mort., 6s, '89 M&N	114 1/2							Little Schuylkill, leased, 7	100	58	
Union Pac.—1st, 6s, g., 1896-99 J&J	115							Long Island	100	61	62 1/2
Land Grant, 7s, 1887-9	A&O							Louisiana & Mo. Riv., com.	100		
Sink F., 8s, 1893	M&S	117 1/2	118					do	Pref., guar.		
Om. Bridge, sterl. 8s, g., '96 A&O	120	124						Louisville & Nashville	100	54 1/2	54 1/2
Reg. 8s, 1893	M&S	106 1/2						Louisville New Albany & Chic.	100	70	70
Collateral trust, 6s, 1908 J&J	106 1/2							Lytle & Boston (street)	100	130	135
Colorado Cent., 1st, 6s, g., '90 J&J	107							Macon & Augusta	100	83	
Denver Pac., 1st M., 7s, '99 M&N	110							Maine Central	100	83	85
Kaus. Pac., 1st, 6s, 1895 F&A	110							Manchester & Lawrence	100	169	170
do 1st M., 6s, 1896 J&D	110							Manhattan Beach Co.	100	18	20
do 1st R. & L.G.D., '99 M&N	110							Manhattan Railway	100	50 1/2	51 1/2
do Land 2d M., 7s, g., 1886	98							do	1st pref.	88 1/2	90
do Leav. Br., 7s, '96 M&N	98							do	common	50	
do Inc. No. 11, 7s, 1916 M&S	108	109 1/2						Marietta & Cincinnati, 1st pref.	50	6 1/2	6 1/2
do Inc. No. 12, 7s, 1916 M&S	108	109 1/2						do	2d pref.	6 1/2	6 1/2
do Div. Div., 6s, ass. cap. cert.	108	109 1/2						Marq. Houghton & Ont.	100	68	69
do 1st cons. M., 6s, 1919 M&N	103 1/2							do	pref.	100	
Utah Cen.—1st M., 6s, g., 1890 J&J	101							Memphis & Charleston	100	52	54
Utah So.—Gen. M., 7s, 1909 J&J	104 1/2							Metropolitan (street), Boston	100	75 1/2	76
Extension, 1st, 7s, 1909 J&J	107							Metropolitan Elevated	100		
Utica & Bk R.—Mort., 7s, '91 J&J	107							Mexican Central	100	97 1/2	97 1/2
Vern't & Can. M., 8s	48	50						Mexican National	100	10 1/2	17
Vermont Cen.—1st M., 7s, '86 M&N	84 1/2	9 1/2						Midland of New Jersey	100	18	30
2d mort., 7s, 1891	J&D	1	2					Mid. Lake Shore & West, pref.	100	50	53
Income extension 8s	M&N	45	50					Mine Hill & S. Haven, leased	100	31 1/2	31 1/2
Stanstead S. & C., 7s, 1887 J&J	30	35						do	do	71 1/2	71 1/2
Vern't & Mass.—1st M., 6s, '83 J&J	100 1/2	100 1/2						Missouri Kansas & Texas	100	36 1/2	36 1/2
Conv. 7s, 1885	J&J	133	135					Missouri Pacific	100	106 1/2	107
Vicksb. & Mer.—New 1st mort.	90	95						do	do	21	22
2d mort., income	109	113						Mobile & Ohio RR.	100	124	126
Virginia Midland—1st mort., 6s	107 1/2	108						Morris & Essex, guar., 7	100	54	54
2d mort., 6s	107 1/2	108						Nashville, Chat. & St. Louis	100	146	150
3d mort., 6s	90	94						Nashua & Lowell	100	53	57
4th mort., 3-4-5s	50	54						Nashua & Rochester, guar., 3.100	100	53	57
5th mort., 3s	93 1/2	94 1/2						Newburg Dutchess & Conn., pref.	100	2 1/2	4
Income	68							New Jersey & New York	100	7	12
Wabash—1st M., 7s, '90, ex F&A	103 1/2	107 1/2						do	pref.	100	
Mort., 7s, 1879-1909	A&O	91						New Jersey Southern	100		
2d mort., 7s, ext. 1893, ex M&N	106 1/2							N. London Northern, leased, 8	100	132 1/2	132 1/2
Equipment, 7s, 1883	M&N	83	84					N. Orleans Mobile & Texas	100	132 1/2	132 1/2
General mort., 6s, 1920 J&D	83	84									

GENERAL QUOTATIONS OF STOCKS AND BONDS—CONTINUED.

For Explanations See Notes at Head of First Page of Quotations.

CANAL BONDS.				MISCELLANEOUS.				MISCELLANEOUS.				MISCELLANEOUS.			
	Bid.	Ask.			Bid.	Ask.			Bid.	Ask.			Bid.	Ask.	
RR. STOCKS.															
CONTINUED.															
N.Y. L. E. & W. pref. 100	86	87	Leh. Nav.—(Cont'd.)		112	113	SUBSCRIPTIONS,						Lawrence (Mass.) 1000	1710	1725
N.Y. & New Eng. 1100	54 1/2	55 1/2	Conv. 6s. reg. '97 J&D		107		RIGHTS, &c.						Lowell (Mass.) 690	735	765
N.Y. & N. Haven & H. 160	182		do 6s. reg. '94 M&S		107		Atl. & Pac. blks. 30 p.e.	104	107				Lowell Bleachery 200	257	265
N.Y. Out. & Western 100	26 1/2	27	6s. ep. reg. '97 J&D		112	113 1/2	Bu. N.Y. & P. subs. 60 p.e.	98					Lowell Mach. Shop. 500	975	1020
do pref.	75		Cons. M. 1911 75 J&D		117		C.H. & D. pool cert. ga.	95					Lynman M. (Mass.) 100	112	114
N.Y. Prov. & Bost. 100	148		Morris—Boat loan '85				Den. & R.G.W. subs. ex.						Manchester (N.H.) 100	144	146
N.Y. Susq. & Western.	20	21	New mort.				Mex. C. blks. No. 2, 8 1/2						Mass. Cotton 1000	1400	1410
Norfolk & West. com.	57	57 1/2	Penn. — 6s. coup. 1910		90	93	Mich. & Ohio, subs. 30						Mechanics (F.R.) 100	120	120
do pref.	57		Schuylkill Nav.				N.Y.W. & A.B. subs. 50	105					Merchants (F.R.) 100	140	145
North Penn. 100	64		1st M. 6s. 1897 Q-M		106 1/2		Ohio C. subs. \$1200 p.e.	65	78				Merrimack (Mass.) 100	1755	1765
North Central 50	56		2d M. 6s. 1897 J&D		99 1/2		Or. & West. subs. 35	59 1/2	59 1/2				Middlesex (Mass.) 100	225	225
North'n N. Hamp. 100	111 1/2	111 3/4	Mort. 6s. ep. '95 J&D		70		Ore. Short L. subs. 70	103	111				Narragansett (F.R.) 100	115	115
North'n Pac. com. 100	49 1/2		6s. imp. ep. '80 M&N		70		\$10,000 blks. ex. bds.	61					Nashua (N.H.) 500	675	685
do pref. 100	94 1/2	94 1/2	6s. bt&car. 1913 M&N		64		Or. & Trans. subs. 100	90 1/2	91 1/2				Naumkeag (Mass.) 100	123	124
Norw. & Worcester 100	139	141	7s. bt&car. 1915 M&N		64		do 40	90 1/2	91 1/2				N. E. Glass (Mass.) 375	95	100
Ogd. & L. Champ. 100	32	33	Susq. — 6s. ep. 1913 J&D		61		Rich. & Al. subs. 100						Newmarket 500	505	520
Ohio Central 100	17	17 1/2	1st M. 6s. 1897 J&D				Rich. & Dan. ex. subs.	95					Pacific (Mass.) 1000	1650	1675
Ohio & Miss. 100	38 1/2	39	Union 16s. 83 M&N				Deben. subs. \$2,300 p.e.	130	133				Pepperell (Me.) 500	1090	1110
Old Colony 100	136 1/2	137	CANAL STOCKS.				Robt. & Pittsb. subs.	11 1/2	11 1/2				Rich. Bond (F.R.) 100	85	87 1/2
Oregon & Calif. 100	122	124	Cal. & Chi. Can. & Dock				St. Paul rights	77 1/2					Robeson (F. Riv.) 1000	1000	1000
do pref. 100	156	157	do pref.		89		Tex. & St. Louis, sub. 90						Sagamore (F. Riv.) 100	120	120
Oregon Short L. line	90 1/2	90 1/2	Del. & Hudson 100		112 1/2		IMPROVED & CONSTRUCTION COS.						Salmon Falls (N.H.) 300	350	365
Oregon Trans. Cont.	90 1/2	90 1/2	Del. Div. leased. 8. 50				Am. Ry. Imp. ex. b. estk	20p.					Sandw. Glass (Mass.) 80	44	46
Oswego & Syr. 100	167		Lehigh Navigation 50		143 1/2	143 1/2	Cent. N. J. Land Imp.						Shove (Fall Riv.) 100	115	115
Panama Trust etfs. 100	63 1/2	63 1/2	Morris, guar. 4. 100				Continental Cons. 8 1/2	45					Slade (Fall Riv.) 100	95	95
Paris & Decatur 100	5		do pf. guar. 10. 100				Cent. Ry. Constr. 70	115	117				Stafford (Fall Riv.) 100	1400	1450
Pennsylvania RR. 50	63 1/2	63 1/2	Pennsylvania 100		13 1/2		Hud. Riv. Contract. 40						Stark Mills (N.H.) 100	125	125
Pennsylvania Co. 50			Schuylkill Nav. 50		13 1/2		Internat. Imp. Ex. 80	40	49 1/2				Tecomseh (Mass.) 1000	1000	1050
do pref. 50			do do pref. 50				N. Y. Loan & Imp'mt						Tremont & S. (Mass.) 100	165	170
Pensacola & Atlantic 100	33		Susquehanna 50				N. Y. & Saratoga Cons.	45					Troy C. & W. (F.R.) 500	950	950
Peoria Dec. & Ev. 100	21		MISCELLANEOUS BONDS.				North River Cons. 70	78	81				Union C. Mfr. (F.R.) 100	205	210
Phila. & Erie 100	63 1/2	63 1/2	Am. Sec. Co. (Phil.) 6s		105 1/2	105 1/2	Oregon Improvement	80	86				Wampamoag (F.R.) 100	170	170
Phila. & Reading 50	31 1/2	31 1/2	Balt. Gas Light 6s. 100		104		do 1st M. bond	90 1/2	91 1/2				Washington (Mass.) 100	67	69
do pref. 50	31 1/2	31 1/2	Canton (Balt.) 2 6s. 100		103 1/2	103 1/2	Tex. & Col. Imp. 60 p.e.	90 1/2					Weed Sew. Mfg. Co. 100	90	90
Phila. & Tren. 10. 100	63	64	Mort. 6s. 1904 J&D		102 1/2	104	Balt. Consol. Gas 43 1/2	44					William (Lin.) (Ct) 25	1310	1325
Pitts. Clin. & St. L. 50	102	105	Un. R.R. 1st. end. 6s.		110		Boston Gaslight 500	807 1/2	810				York Co. (Me.) 750	1310	1325
Pitts. & Con. 1st. 50			do 2d. end. 6s. 100		85		East Boston 25	29	31				COAL & MISCEL.		
Pitts. F. W. & C. 100	135		Col. C. & Ir. 1st. con. 6s.		102	105	South Boston 100	110	110 1/2				Caribou Con. Min'g 100		
do special 7. 100	110 1/2	111 1/2	Cov. & Chin. Br. 6s.				Brookline, Mass. 100	101	101 1/2				Cent. Arizona Min. 100	4	4
Pittsburg & Western 100	5		Gold & Stock Tel.				Cambridge, Mass. 100	32					Colorado Con. 100	30	35
Port. Saco & Ports. 1st 6	3		Iron Steamboat 1st.				Chelsea, Mass. 100	89 1/2	90				Consol. Coal of Md. 100	4 1/2	4 1/2
Port. Royal & Augusta	27	30	Mariposa 7s. 80		76 1/2	77	Dorchester, Mass. 100	99 1/2	100				Cumberland Coal & I. 100	4 1/2	4 1/2
Port. G. & F. & Con. 100	128	132	Mutual Union Tel. 6s.				Jamaica Pt'n. Mass. 100	120	124				Deadwood Mining 100	17 1/2	17 1/2
Port. & Worcester 100	23 1/2	23 1/2	Northw. Tel. 7s. 1904		108 1/2	108 1/2	Lawrence, Mass. 100	125	128				Excels' W. & M. Co. 100	35 1/2	39 1/2
Renss. & Saratoga 100	20	20	Oreg. R.R. & N. 1st. 6s. J&D		114 1/2	116	Lowell 100	137 1/2	162				Homestake Min'g 100	10	12
Rich. & Alleg. stock.	110 1/2	111	Pull'm Palace Car		110		Lynn, Mass. G. L. 100	81	81 1/2				La Plata 100	10	12
Richmond & Danv. 100	67 1/2	69 1/2	3d series, ss. '87 F&A		114 1/2	116	Metropolitan, B'klyn. 20	68	70				Little Pittsburg 100	40	46
Rich. F. & P. com. 100	110		4th do ss. '92 F&A		105	106	Newton & Wat'n 100	120	125				Maryland Coal 100	17	20
do guar. 7. 100	67 1/2	69 1/2	Del'n't 7s. '88 A&O		105	106	Salem, Mass. 100	95	100				N. Y. & Saratoga C. & I. 100	17	20
Richmond & P'bg. 100	67 1/2	72	Stlg. 7s. g. 1885 A&O		111	111	Brooklyn, L. I. 25	105	110				Ontario Sil. Min'g 100	35 1/2	39 1/2
Rich. & West Point 100	60		St. L. Bridge & Tun-		122	124	Citizens', Brooklyn 20	68	70				Pennsylvania Coal 50	250	250
Richmond York R. 100	23 1/2	23 1/2	1st, 7s. g. 1929 A&O				Metropolitan, B'klyn. 20	78	78				Rock & Pittsb. coal 100	8 1/2	10
Rochester & Pitts. 100	20	20	Sp. V. W. W. 127 6s. 1906				Nassau, Brooklyn 25	55	58				Quicksilver Min'g 100	40	46
Rome W. & Ogd. 100	21 1/2	22 1/2	Sterling Iron & Ry.				People's, Brooklyn 10	43	46				Robinson Consol. M. 50	17	20
Rutland 100	21 1/2	22 1/2	Berles B. Inc. 1894.				Wash'ng. B'klyn 50	55	60				St. L. Steel & Ore. 100	13	20
do pref. 7. 100	14	18	Plain income 6s. '96				Chicago G. & Coke 100	173					Spring Mount. Coal 50	5	5
St. Joseph & Western.	43		Western Union Tel. 6s.				Cincinnati G. & Coke	173					Standard Cons. G. M. 100	3	5
St. Louis & T. H. 100	84	84	7s. coup. 1900 M&N				Hartford, Ct. G. L. 25	30	32				BOSTON MINING STOCKS.		
do pref. 100	84	84	Sterling 6s. 1900. M&N				Jersey C. & Ho. ok'n 20	160	170				Allouez 25	24 1/2	24 1/2
Bellev. & E. Ill. 100	39 1/2	41	MISCELLANEOUS STOCKS.				People's, Jersey C.	80					Atlantic 25	15 1/2	16 1/2
St. Louis & San Fr. 100	59 1/2	61	Amer. Elec. & Ill. Co.		9	20	Louisville G. L. 50	75					Aztec 25	25 1/2	25 1/2
do 1st pref. 100	99 1/2	99 1/2	Aspinwall Land 10		6 1/2	6 1/2	Central of N. Y. 50	97	100				Blue Hill (Me.) 10	60c.	70c.
St. L. Van. & T. H.	33	35	Boston Land 10		7 1/2	7 1/2	Harlem, N. Y. 50	218	221				Bruswick Antimony 5	250	250
St. Paul & Duluth 100	92	94	Boston Water Power		34 1/2	34 1/2	Manhattan, N. Y. 50	218	221				Calmeth & Hecla 25	1 1/2	1 1/2
do pref. 100	156	158	Brookline (Mass.) L. 45		102 1/2		Metropolitan, N. Y. 100	175	178				Catalpa Silver 10	1 1/2	1 1/2
St. P. Minn. & Man. 100	156	158	Brush Illuminat'g Co.				Municipal 100	184	186				Central 25	15	25
Sacato Valley 100	100	100	Canton Co. (Balt.) 100		500	600	Mutual of N. Y. 100	104	104				Contentment Silver 25	15c.	20c.
Seab'd & Bonokel 100	105	105	Cov. & Cin. Bridge, pf.		35	40	New York, N. Y. 100	117	118				Copper Falls 50	1	2
do guar. 100	105	105	Edison Electric Light.		500	600	N. Orleans G. L. 100	56	60				Dana 25	70c.	80c.
Selma Rome & Dalton	30		Iron Steamboat Co.		35	40	N. Liberties, Phila. 25						Douglas (Me.) 5	150c.	160c.
So. & No. Alabama	30		Kelsey Motor 10		13	24	Palmetto, Phila. 25	57	59				Dunham Silver 20	15 1/2	16 1/2
S. West. Ga. g'd. 7. 100	105 1/2	111 1/2	Maverick Land 10		103	106	Portland, Me. G. L. 50	57	59				Franklin 100	13 1/2	14 1/2
S. West. Ga. g'd. 7. 100	105 1/2	111 1/2	N. E. Mtg. Secur. (Bost.)		103	106	St. Louis G. L. 50	322 1/2	323				Harshaw Silver 20	1 1/2	1 1/2
S. West. Ga. g'd. 7. 100	105 1/2	111 1/2	N. H. Mtg. Secur. (Bost.)		103	106	Laclede, St. Louis 100	311 1/2					Humboldt 25	10c.	20c.
S. West. Ga. g'd. 7. 100	105 1/2	111 1/2	N. Y. & Tex. Ld. Linn. 50		48	50	Carondelet, St. Louis 50	117	15 1/2				Hungarian 25	10c.	20c.
S. West. Ga. g'd. 7. 100	105 1/2	111 1/2	Land scrip 38 1/2		37		St. Louis G. L. 50	322 1/2	323				Naumkeag (Mass.) 100	123	124
S. West. Ga. g'd. 7. 100	105 1/2	111 1/2	Oregon Ry. & N. Co. 100		160		Washington City G. L. 20	42 1/2	43 1/2				N. E. Glass (Mass.) 375	95	100
S. West. Ga. g'd. 7. 100	105 1/2	111 1/2	Pacific Mail SS. Co. 100		43	44	Georgetown 125	35					Newmarket 500	505	520
S. West. Ga. g'd. 7. 100	105 1/2	111 1/2	Pacific Mail SS. Co. 100		129								Pacific (Mass.) 1000	1650	1675
S. West. Ga. g'd. 7. 100	105 1/2	111 1/2	Penn. 100		102 1/2								Pepperell (Me.) 500	1090	1110
S. West. Ga. g'd. 7. 100	105 1/2	111 1/2	Brookline (Mass.) L. 45		102 1/2								Rich. Bond (F.R.) 100	85	87 1/2
S. West. Ga. g'd. 7. 100	105 1/2	111 1/2	Brush Illuminat'g Co.										Robeson (F. Riv.) 1000	1000	10

GENERAL QUOTATIONS OF STOCKS AND BONDS—CONCLUDED.

For Explanations See Notes at Head of First Page of Quotations.

MINING STOCKS.				BANK STOCKS.				BANK STOCKS.				INSURANCE STOCKS.			
	Bid.	Ask.			Bid.	Ask.			Bid.	Ask.			Bid.	Ask.	
Consol. Pacific.	100	49		Tremont.	100	115½	116	Marine.	100	145		CINCINNATI.			
Consol. Virginia.	100	1-05	1-10	Union	100	140½	142	Market.	100	125		Amazon (new stock)	20	92	
Crown Point.	100	1-35	1-35	Washington.	100	135	137	Mechanics.	25	115		Aurora.	100	95	
Dunderberg.	10			Webster.	100	108½	110	Mechanics & Tr.	25	100		Cincinnati.	25	143	
Dunkin.	10	32		BROOKLYN.				Mechanics.	100	120		Citizens.	20	122	
Eureka Consol.	100	14½		Atlantic (State).	180	185		Mechanics.	100	120		Commercial.	25	185	
Father De Smet.	100	5	6	Brooklyn.	118	123		Mechanics.	50	130		Eagle.	100	105	
Findley.	1	10		First National.	255	270		Mechanics.	50	130		Enterprise.	100	190	
Gold Placer.	25	13		Fulton.	125	130		Mechanics.	50	130		Eureka.	20	170	
Gold Stripe.		20		City National.	260	280		Mechanics.	50	130		Firemen's.	20	150	
Goodshaw.	100	15		Commercial.	100	105		Mechanics.	50	130		Globe.	20	110	
Gould & Curry S.	100	4½	4-35	Long Island.	106	110		Mechanics.	50	130		Mechanics & Manuf.	20	145	
Granville Gold Co.	1			Manufacturers.	96	100		Mechanics.	50	130		Miami Valley.	50	97½	
Great Eastern.	1	02	04	Mechanics.	200	205		Mechanics.	50	130		National.	100	145	
Green Mountain.	10	91	1-00	Nassau.	180	190		Mechanics.	50	130		Security.	115	116	
Hale & Norcross.	100	25	2-60	Brooklyn Trust.	165	180		Mechanics.	50	130		Union.	20	65	
Hibernia.	100	05	11	CHARLESTON.				Mechanics.	50	130		Washington.	20	125	
Horn Silver.	25	7½		B'k of Chas. (NBA)	100	99		Mechanics.	50	130		Western.	25	152	
Hortense.	10	11		First Nat. Chas.	100	150		Mechanics.	50	130		HARTFORD, CONN.			
Hukill.	5	15	22	People's National.	100	125		Mechanics.	50	130		Aetna Fire.	100	x230	
Independence.	100	1-25	1-40	CHICAGO.				Mechanics.	50	130		Connecticut.	100	127	
Iron Silver.	20	2-10	2-20	Chicago Nat.	100			Mechanics.	50	130		Hartford.	100	295	
Lacrosse.	10		20	Commercial Nat.	100	245		Mechanics.	50	130		National.	100	128	
Leadville Consol.	100		72	Fifth National.	100	162		Mechanics.	50	130		Orient.	100	100	
Little Chief.	50	59	63	First National.	100			Mechanics.	50	130		Phenix.	100	x200	
Mexican G. & Silv.	100	5	6	Hide and Leather.	122½			Mechanics.	50	130		Steam Boiler.	40	65	
Moose.	10	10		Home National.	100	300		Mechanics.	50	130		LONDON.			
Moose Silver.	100	9½	65	Merchants' Nat.	100	300		Mechanics.	50	130		Commercial Union.	25	22½	
Mono.	100	11		Nat. B'k of Illinois.	135			Mechanics.	50	130		Guardian.	50	66	
Navajo.	100	9½	65	Northwestern Nat.	100	275		Mechanics.	50	130		Imperial Fire.	25	140	
Ophir.	10	13	1-65	Union National.	100	275		Mechanics.	50	130		Lancashire F. & L.	25	7½	
Potosi.	100	13	1-65	Un. Stock Y'ds Nat.	100			Mechanics.	50	130		London Ass. Corp.	12½	60	
Rappahanock.	1	10	11	CINCINNATI.				Mechanics.	50	130		Liv. & Lond. & Globe.	2	20½	
Red Elephant.	10	10	11	Citizens' National.	150	155		Mechanics.	50	130		North Fire & Life.	5	49	
Rising Sun.	5	09	11	Commercial Bank.	160			Mechanics.	50	130		North Brit. & Mer.	3	30	
Robinson Consol.	5	1-60	1-65	Exchange Nat. Bank.	108	110		Mechanics.	50	130		Queen Fire & Life.	1	3	
Sierra Nevada.	100	5½	6	First National.	220	225		Mechanics.	50	130		Royal Insurance.	3	29½	
Silver Cliff.	50	94	95	Fourth National.	175			Mechanics.	50	130		NEW ORLEANS.			
South Hite, new.	25	30		German Nat.	118	120		Mechanics.	50	130		Crescent Mutual.	118	120	
South Pacific.	1	14	15	Merchants' Nat.	132	133		Mechanics.	50	130		Factors' & Traders.	118	120	
Spring Valley.	1	2-00	2-75	Metropolitan Nat.	130	132		Mechanics.	50	130		Firemen's.	73		
Standard.	100	5	5½	Nat. Lat. & Bk. of Com.	180			Mechanics.	50	130		Germania.	114	114	
Tip Top.	100	2-00	2-54	Second National.	137½	140		Mechanics.	50	130		Hibernia.	114	126	
Tuscarora.	100	09	10	Third National.	148	150		Mechanics.	50	130		Home.	101	105	
Unadilla.	100	09	10	Union Nat.	129	130		Mechanics.	50	130		Hope.	101	105	
Union Consol.	100	5½	6	Western German Bank	100			Mechanics.	50	130		Lafayette.	53½	53½	
BANK STOCKS.				HARTFORD.				NEW YORK.				NEW YORK.			
BALTIMORE.				Etna Nat.	100	130	132	Nat. B'k Commerce.	100	121		American.	50	145	
Bank of Baltimore.	100	138	140	American Nat.	50	72	78	Nat. B'k German'n.	50	55		American Exch.	100	105	
Bank of Commerce.	25	17½	18½	Charter Oak Nat.	100	142	144	Nat. B'k Liberties.	50	150		Bowery.	25	190	
Citizens.	10	16	16½	City Nat.	100	89½	91	Nat. B'k Republic.	100			Broadway.	25	170	
Com. & Farmers.	100	114	117	Connecticut River	50	51	54	Nat. B'k Security.	100			Brooklyn.	25	170	
Farmers' B'k of Md.	30	31	35	Far. & Mech. Nat.	136	140		Nat. B'k Security.	100			Citizens.	20	140	
Farmers' & Merch.	40	47	49	First Nat.	100	122	125	Penn National.	50			Clint.	70	115	
Farmers' & Planters.	25	41	43	Hartford Nat.	100	175	178	People's.	100			Columbia.	30	40	
First Nat. of Balt.	100	137		Mechanics Nat.	100	130	135	Philadelphia Nat.	100	215		Commercial.	50	95	
Franklin.	60	98	100	National Exchange.	50	75	79	Second Nat.	100			Continental.	100	225	
German American.	100	105		Phenix Nat.	100	175	178	Seventh Nat.	100	112		Empire City.	100	220	
Howard.	1	10½	11	State.	100	110	112	Sixth Nat.	100			Exchange.	30	90	
Marine.	10	35	35½	LOUISVILLE.				Southwark Nat.	50			Farragut.	50	117	
Mechanics.	10	12½	12½	Bank of Kentucky	100	146		Spring Garden.	50	107		Firemen's.	17	80	
Merchants.	100	135	137	Bank of Louisville	100	125	126	22d Ward.	50			Firemen's Trust.	10	100	
National Exch'g.	100	117½	120	Citizens' National.	100	125	126	Third Nat.	100			Frank & Emp'um.	1	110	
People's.	25	20	21	City Nat.	100	130	131	Union Nat.	50	70		German-American	100	180	
Second National.	100	105	160	Falls City Tobacco	100	85	86	Western Nat.	50	90		Germania.	50	140	
Third National.	100	105	160	Farmers' of Ky.	100	104½		West Philadelphia.	100	110		Globe.	50	110	
Union.	75	82½	85	Farmers' & Drov.	100	105	106	West Philadelphia.	100	110		Greenwich.	25	250	
Western.	20	29	31	First Nat.	100	160		West Philadelphia.	100	110		Guardian.	100	60	
BOSTON.				German Ins. Co.'s.	104	105		West Philadelphia.	100	110		Hamilton.	15	117	
Atlantic.	100	149	151	German Nat.	100	115		West Philadelphia.	100	110		Hanover.	50	140	
Atlas.	100	120½	121	German Nat.	100	138	139	West Philadelphia.	100	110		Hoffman.	50	75	
Blackstone.	100	107	108	Kentucky Nat.	100	138	139	West Philadelphia.	100	110		Home.	100	145	
Boston Nat.	100	118	119	Louisv. Banking Co.	40	218	220	West Philadelphia.	100	110		Howard.	50	85	
Boylston.	100	118	119	Masonic.	100	126		West Philadelphia.	100	110		Importers & Trad.	100	70	
Broadway.	100	118	119	Merchants' Nat.	100	136		West Philadelphia.	100	110		Irving.	100	50	
Bunker Hill.	100	175	180	Northern of Ky.	100	109	110	West Philadelphia.	100	110		Jefferson.	30	150	
Central.	100	140	140	Second Nat.	100	105		West Philadelphia.	100	110		Kings Co. (B'klyn.)	20	195	
City.	100	119	120	Security.	100	149	151	West Philadelphia.	100	110		Kniekerbocker.	30	80	
Columbian.	100	128	130	Third National.	100	119		West Philadelphia.	100	110		Lafayette (B'klyn.)	50	103	
Commerce.	100	121	122	Western.	100	110		West Philadelphia.	100	110		Lamar.	100	70	
Commonwealth.	100	112	115	West. Finan. Corp.	100	109½	110½	West Philadelphia.	100	110		Lenox.	25	75	
Continental.	100	115	116	NEW ORLEANS.				West Philadelphia.	100	110		Lorillard.	25	50	
Eagle.	100	115½	116	Casual & Banking.	100	128	135	West Philadelphia.	100	110		Manuf. & Builders	100	105	
Elliot.	100	115	116	Citizens.	100	126	130	West Philadelphia.	100	110		Mech. & Traders.	25	130	
Exchange.	100	128	130	Germania Nat.	100	132	137	West Philadelphia.	100	110		Mechanics (B'klyn.)	50	130	
Everett.	100	112	113	Hibernia Nat.	100	125		West Philadelphia.	100	110		Merchants.	50	70	
Faneuil Hall.	100	127	129	Louisiana Nat.	100	100	105	West Philadelphia.	100	110		Merchants.	50	110	
First National.	100	200	210	Metropolitan.	100	120½		West Philadelphia.	100	110		Nassau (B'klyn.)	50	150	
First Ward.	100	112	114	Mutual Nat.	100	113½		West Philadelphia.	100	110		National.	100	106	
Fourth National.	100	108	110	New Orleans Nat.	100	165		West Philadelphia.	100	110		New York City.	60	65	
Freemans.	100	115	117	People's.	50	60		West Philadelphia.	100	110		N. Y. Equitable.	35	140	
Globe.	100	107½	108	State Nat.	100	115		West Philadelphia.	100	110		New York Fire.	100	95	
Hamilton.	100	107½	108	Union Nat.	100	121	127	West Philadelphia.	100	110		Niagara.	50	175	
Hide & Leather.	100	112	113	NEW YORK.				West Philadelphia.	100	110		North River.	25	180	
Howard.	100	119	121	America.	100	166		West Philadelphia.	100	110		Pacific.	25	180	
Manufacturers.	100	105½	106	American Exch'g.	100	131	133½	West Philadelphia.	100	110		Park.	100	117	
Market.	100	100	101	Broadway.	25	240	260	West Philadelphia.	100	110		Peter Cooper.	20	150	
Market (Brighton).	100	135	140	Butchers & Drovers.	25	130		West Philadelphia.	100	110		People's.	50	110	
Massachusetts.	250	111	113	Central National.	100	125									

Investments

AND

STATE, CITY AND CORPORATION FINANCES.

The INVESTORS' SUPPLEMENT contains a complete exhibit of the Funded Debt of States and Cities and of the Stocks and Bonds of Railroads and other Companies. It is published on the last Saturday of every other month—viz., February, April, June, August, October and December, and is furnished without extra charge to all regular subscribers of the CHRONICLE. Single copies are sold at \$2 per copy.

ANNUAL REPORTS.

Central Pacific Railroad.

(For the year 1881, and earnings to June 30, 1882.)

The annual report of this company for 1881 has just appeared, containing, as usual, the earnings for six months later than the close of the fiscal year, viz., to the end of June.

The company added to its mileage mainly by the increase in the leased lines of Southern Pacific in New Mexico and the Galveston Harrisburg & San Antonio in Texas. At the close of the year 1881 the miles operated were as below, showing a total of 2,866, and to June 30, 1882, 170 miles more had been added, making 3,036 miles.

MILES OPERATED DEC. 31, 1881.

Miles.		Miles.
Main line—San Francisco to Ogden.....	883	South'n Pacific of N. Mex. and Gal. Har. & San Ant. 209
Oregon Branch—Roseville to Redding.....	152	Sacramento & Placerville.. 6
Visalia Branch—Lathrop to Goshen.....	146	Stockton & Copperopolis... 49
Oakland and Alameda Branches.....	16	San Pablo & Tulare..... 47
San Jose Branch—Niles to San Jose.....	18	Los Angeles & San Diego... 28
		Los Angeles & Independence Amador Branch..... 17
		Northern..... 117
		Berkeley Branch..... 4
		California Pacific..... 115
Total main line and br'chs.....	1,215	
Leased and controlled—		
Union Pacific.....	5	Total leased and contr'ld 1,651
Southern Pacific.....	550	Total of all lines..... 2,866
South'n Pacific of Arizona.....	393	

The President, Mr. Leland Stanford, refers to the company's sinking funds and its account with the United States Government as follows:

SINKING FUNDS OF THE COMPANY.

"There has been paid over from the profits of the company into the various sinking funds, for the redemption of its mortgage bonds to Dec. 31, 1881.....\$6,092,779
Of this amount there was used in the redemption of convertible mortgage bonds..... 1,276,120

Leaving a balance in the funds of.....\$4,816,659

"Of this balance in the sinking funds \$3,947,900 is invested in bonds, the par value of which is \$4,375,000, and the present market value is considerably above par; leaving January 1, 1882, \$868,759 in cash, which has since been invested under the order of the board of directors.

UNITED STATES TRANSPORTATION AND SINKING FUND ACCOUNTS.

"The amounts, as found due the Government by the United States Commissioner of Railroads under the various Acts of Congress have all been promptly paid by the company into the United States Treasury. The following is a statement of these accounts to December 31, 1881:

Amount of company's accounts against the U. S. Government to December 31, 1880, as shown in last annual report.....\$5,493,761
Amount of transportation furnished in 1880, charged on the books of the Auditor of the Company..... 142,306
Cash paid in 1881 on account of requirements for 1880..... 144,436
Transportation performed for the year 1881..... 960,162

Total to Dec. 31, 1881, as shown in "General Ledger Balance Sheet".....\$6,746,668

"The total amount required to be paid the United States from the earnings of 1881, from that portion of the road aided in its construction by a loan of United States bonds, is \$1,038,935, of which there was paid by transportation performed for the United States, as shown above, \$960,162, leaving a balance to be paid in cash in annual settlement with United States Commissioner of Railroads of \$78,772. The application of the amount required for the year is as follows:

To the credit of the United States bonds and interest.....\$124,310
To the credit of the sinking fund of the company in the United States Treasury..... 614,625
.....\$1,038,935

The following is a statement of earnings and operating expenses (monthly) for the six months ending June 30, of the years 1881 and 1882:

	1881		1882	
	Gross Earnings.	Net Earnings.	Gross Earnings.	Net Earnings.
January.....	\$1,602,907	\$186,349	\$1,839,168	\$548,888
February.....	1,454,218	432,578	1,720,674	547,189
March.....	1,709,637	661,352	1,969,737	684,015
April.....	1,872,370	922,033	2,054,487	769,312
May.....	2,091,410	1,066,723	2,342,293	968,135
June.....	2,159,381	1,011,525	2,329,104	899,652
Totals.....	\$10,889,925	\$4,580,563	\$12,155,970	\$4,398,193
Increase.....			1,266,045	
Decrease.....				182,370

On the land department there were sold, since the execution of the Land Trust Mortgage, October 1, 1870, to December 31, 1881, 835,217 acres of land for \$4,498,482, being at the average price of \$5 39 per acre. For the year ending December 31, 1881, there were sold 195,254 acres for \$352,225. There re-

mained due and unpaid to December 31, 1881, (land notes) on lands sold since October 1, 1870, \$1,304,858 on account of principal and \$62,949 on account of interest.

The following tables, compiled for the CHRONICLE, show the statistics of operations, earnings, and financial condition, for three years past:

	ROAD AND EQUIPMENT.		
	1879.	1880.	1881.
Miles owned.....	1,213	1,215	1,215
Miles leased and controlled.....	1,147	1,442	1,651
Total operated.....	2,360	2,657	2,866
Locomotives.....	264	296	304
Passenger, mail and ex. cars.....	366	390	447
Freight cars.....	5,244	5,758	6,941
Service cars and snow plows.....	927	1,129	1,327

* Including leased lines.

	OPERATIONS AND FISCAL RESULTS.		
	1879.	1880.	1881.
Passengers carried.....	1,279,418	1,437,427	1,585,317
Freight (tons) moved.....	\$1,664,335	2,140,879	2,737,173
Earnings.....			
Passenger—Through.....	1,750,281	1,616,260	2,048,090
Local.....	3,168,474	4,203,535	4,614,738
Freight—Through.....	2,659,879	2,633,127	3,423,499
Local.....	\$2,744,694	10,612,731	12,418,640
Mail, express and misc.....	1,299,335	1,442,460	1,559,133
Total gross earnings.....	\$17,153,163	\$20,508,113	\$24,094,100
Expenses.....			
Oper. expenses and rentals.....	\$10,207,863	\$12,015,669	\$13,859,307
Taxes and miscellaneous.....	998,866	827,940	720,120
Total.....	\$11,206,729	\$12,873,609	\$14,579,427
Net earnings.....	\$5,946,434	\$7,634,504	\$9,514,673
P. e. oper. ex. to earn. (excluding taxes and misc. ex.).....	59.51	58.73	57.52

* Not including Ferry.

	INCOME ACCOUNT.		
	1879.	1880.	1881.
Receipts—			
Net earnings.....	\$5,946,434	\$7,634,504	\$9,514,673
Interest on sinking funds.....	253,903	254,617	262,500
Land grant bonds redeemed.....	433,000	200,000	420,000
Miscellaneous.....	97,808	54,815	20,000
Contract with W., Far. & Co.....		348,140	592,656
Total income.....	\$6,711,145	\$8,492,116	\$10,809,829
Disbursements—			
Interest on debt.....	\$3,667,885	\$3,715,325	\$3,508,292
Dividends.....		3,406,530	3,556,530
Total disbursements.....	\$3,667,885	\$7,121,855	\$7,064,822
Income, surplus.....	\$3,043,260	\$1,370,261	\$3,745,007

GENERAL BALANCE AT CLOSE OF EACH FISCAL YEAR.

	1879.	1880.	1881.
Assets—			
Railroad, buildings, &c.....	\$135,021,029	\$136,948,681	\$137,207,564
Equipment.....	8,030,469	8,047,103	8,065,866
Real estate.....	1,515,267	1,529,961	1,541,461
Shops and machinery.....	1,725,800	1,758,080	1,834,885
Steamers.....	642,103	783,001	767,678
Stocks and bonds owned.....		634,709	160,128
Bills and accounts receivable.....	923,826	1,985,592	3,897,296
Materials, fuel, &c.....	2,226,428	1,793,322	2,792,009
Cash on hand.....	510,967	3,237,032	643,255
Sinking funds.....	4,068,663	4,202,814	4,816,659
United States accounts.....		5,499,762	6,746,668
Furniture, tel. inst., &c.....	155,772	155,772	155,772
Total assets.....	\$154,850,324	\$166,575,829	\$168,629,241
Liabilities—			
Capital stock.....	\$54,275,500	\$59,275,500	\$59,275,500
Funded debt (see SUPPLEMENT).....	57,030,000	55,672,000	54,917,000
Government bonds.....	27,855,680	27,855,680	27,855,680
Bills and accounts payable.....		5,761,818	4,490,481
Hospital fund.....	86,934	95,176	103,922
Trustees land grant mortg.....	217,207	425,745	612,517
Sinking fund uninvested.....		254,914	868,759
Contract Wells, Fargo & Co.....		476,960	
Unclaimed dividends.....		5,837	
Profit and loss.....	15,382,539	16,752,799	20,497,707
Total liabilities.....	\$154,850,324	\$166,575,829	\$168,629,241

Louisville & Nashville.

(For the year ending June 30, 1882.)

The complete report is not yet ready for distribution, but from the report of President Baldwin, submitted at the annual meeting in Louisville on Wednesday, the figures below for the fiscal year 1881-2 have been received by telegraph. The figures for 1880-81 and 1879-80 have been compiled for the CHRONICLE, in comparison, showing the earnings and brief income account.

The number of miles of road operated by the company is 3,233; the bonded debt amounts to \$58,117,778 and the capital stock to \$18,133,513; the mileage of road on which this indebtedness rests is 1,718. The ratio of expenses to earnings was 61.97 per cent, as against 61.52 the year previous. Realized from investments, \$266,442; total income, \$4,824,816; interest, rentals, taxes, &c., \$4,035,908; deficit on Georgia Railway lease, \$110,000; dividend paid February 10, at 3 per cent, \$543,900; net surplus for the year, \$135,007.

It is expected that the extension of the branch to the Tennessee State line will be completed and open for traffic in the month of December. The road will be opened to Williamsburg, at the crossing of the Cumberland River, forty-eight miles from Livingston, about the middle of October. The length of the extension, when completed will be sixty-two miles. The President says: "The company has made large expenditures during the year for additions to and improvements of the roads, for equipment, and for advances to dependent companies. The bonds marketed did not provide in full for these necessary expenditures. The company has therefore incurred additional floating debt in order that there should be no delay in improving the property and increasing its earning capacity." He estimates that it will require \$2,000,000 additional expenditure in the next six months to complete improvements for which the

company is already under contract; and including the completion of the Knoxville branch and other constructions. A resolution adopted increasing the capital to \$30,000,000, the increase amounting to something less than \$12,000,000. The following directors were elected: C. C. Baldwin, George C. Clark, C. H. Clark, F. D. Carley, T. W. Evans, E. H. Green, John E. Green, J. S. Rogers, George A. Washington, James T. Woodward, John M. Brookman, W. C. Hall and W. S. Williams. The chief feature of the election is the retirement from the board of H. Victor Newcomb, formerly president of the company. Four of the directors are new to the management—J. S. Rogers, John M. Brookman, W. C. Hall and W. S. Williams. The number of directors was increased from eleven to thirteen and the two other vacancies were the places of Mr. Newcomb and of General Alexander. Subsequently a meeting of the directors was held, and Mr. Baldwin was re-elected President and Mr. Smith First Vice-President. Following are the earnings, &c., for the year:

	1879-80.	1880-81.	1881-82.
Miles operated.....	1,840	1,872	3,233
Earnings—			
Passenger.....	\$1,700,207	\$2,599,353	\$3,007,465
Freight.....	5,135,985	7,407,403	8,050,339
Mail, express, &c.*	599,651	904,894	929,941
Total gross earnings.....	\$7,435,843	10,911,650	11,987,745
Operating expenses (excl. tax.)	4,138,532	6,713,140	7,429,370
Net earnings.....	\$3,297,310	4,198,510	4,558,375

*Includes rent, rent of cars and engines, &c.

INCOME ACCOUNT, 1881.

	1879-80.	1880-81.	1881-82.
Receipts—			
Net income, all sources.....	\$3,297,310	\$4,423,719	\$4,824,816
Disbursements—			
Rentals.....	58,666	52,000	
Taxes.....	69,667	215,384	
Int. on debt (all lines).....	2,050,900	2,912,327	4,579,808
Dividends on L. & N., N. & D.			
and M. & M.	823,120	1,221,692	110,000
Georgia Railroad deficit.....			
Miscellaneous.....	109,743	6,345	
Total disbursements.....	\$3,112,036	\$4,407,748	\$4,689,808
Balance.....	Sur. 183,274	Sur. 256,940	Sur. 135,005

* \$240,869 of this is to be refunded to the L. & N. Co., and is included in the balance of \$256,840.

† On the L. & N., N. & D. and Mob. & Mont.

GENERAL INVESTMENT NEWS.

Allegheny Valley.—The Allegheny Valley Railroad will pay the October interest on the income bonds at the rate of \$10 for each \$35 coupon, the remainder being paid in income bonds and scrip convertible into such bonds.

Boston & N. Y. Air Line.—The New York N. H. & Hartford Company began to operate the Air Line road Oct. 2. The Air Line stockholders will formally ratify the lease Oct. 18, and the dividend guaranteed by the lease will be paid April 1 and Oct. 1 of each year. It is reported that the N. Y. & N. H. Co. will improve and double-track the Air Line road, and after extending it from Willimantic to Worcester, will use it for through fast service between New York and Boston. The distance by this route is about twenty-eight miles shorter than the present one.

Chesapeake & Ohio.—The following is a statement of earnings and expenses in August, 1882:

Gross earnings.....	\$381,454
Expenses.....	208,609
Net earnings.....	\$172,844
Increase in gross earnings over August, 1881.....	\$118,596
Decrease in expenses.....	6,475
Increase in net earnings.....	\$125,072

Chicago & Alton.—Mr. T. B. Blackstone, President of the cago & Alton, by order of the board of directors, has issued a circular to the stockholders of the company under date of Sept. 9 asking them vote upon the proposition to increase the capital stock of the company 10 per cent, or 14,000 shares. The circular is as follows:

Your company, in its agreement with the Joliet & Chicago Railroad Company, for the perpetual use of the Joliet & Chicago Railroad, assumed the obligation to pay the principal of certain mortgage bonds which that company had issued "when the same should become due and payable." The bonds became due on the first day of July last, and three hundred and six bonds for one thousand dollars each (\$306,000), being all the bonds of that company then outstanding, have been paid by your company and canceled. The money for that purpose has been taken temporarily from current receipts.

On the first day of January next, the income bonds issued by your company, of which there is outstanding say \$1,083,000, will be due and payable.

To provide money for the payment of the principal of the bonds last referred to, and for reimbursing the account from which money has been taken temporarily, as above stated, for paying the Joliet & Chicago bonds, the board of directors has resolved to issue and sell additional common stock to an amount limited to 10 per cent, or 14,000 shares.

Under the restrictions of the charter of your company, the written consent of three-fourths of the stockholders of the company is required to authorize the proposed increase of capital stock.

If the owners of the requisite number of shares shall consent to the proposed increase of capital stock, the new shares will be offered for sale at par to each shareholder owning preferred or common stock, who shall appear as such of record on the books of the company on the 15th day of November, A. D. 1882, in the proportion of one share to each ten shares of stock owned on that day, less fractions, if any.

Payment for the stock will be required on the 15th day of December, A. D. 1882, and all shares not paid for on or before that day will be retained by the company or disposed of for its benefit, as the directors may hereafter decide. No allotment will be made of fractions, but they will be retained for the benefit of the company.

You are requested to consent in writing to the proposed increase of stock, as per the terms of the printed form hereto attached.

As soon as the Secretary of this company shall be advised that stockholders owning the requisite number of shares have consented to the issue of stock as proposed, a notice of that fact will be forwarded to the shareholders by mail, with definite information relative to payment for the shares, and delivery of certificates for the same.

Chicago & Eastern Illinois.—The annual election of directors was held this week in Chicago. Messrs. F. W. Huidekoper and J. U. Brookman were re-elected directors for three years, and J. A. Gambrill, of Nashville, Tenn., was elected in place of Mr. H. B. Hammond, and Mr. Jas. S. Fraser, of Nashville, Tenn., was elected for two years in place of Peter Hegeman, of New York, resigned. The President submitted his annual report, showing the following statement of earnings:

	1882.	1881.
Earnings (whole line).....	\$1,692,266	\$1,534,411
Expenses (whole line).....	1,029,191	1,057,879
Net earnings (whole line).....	\$693,444	\$497,392
Expense compared with earnings.....	59 per cent	67 per cent

The income account is briefly as follows:

Gross earnings, main line.....	\$1,310,440
Gross earnings, Terre Haute Division.....	381,825
Operating expenses, main line.....	765,132
Operating expenses, Terre Haute Division.....	233,639
Net earnings.....	\$693,444

Taxes, interest on bonds, dividends, rentals and other expenses..... \$534,254

Surplus..... \$159,190

The increase in gross earnings over the previous year amounted to 9 4-10 per cent for the main line and 13 3-10 per cent for the Terre Haute Division. The increase in operating expenses and taxes on the main line was 2 2-10 per cent and the decrease on the Terre Haute Division 23 5-10 per cent. The increase in net earnings for the whole line amounts to 39 4-10 per cent. The amount of \$67,399 was expended on account of construction and 247,165 on account of equipment.

In regard to the Danville & Vincennes litigation the report says: "The decision of the United States Supreme Court in respect to the validity of the foreclosure of the first mortgage of the Chicago Danville & Vincennes Railroad, temporarily affected the securities of this company; but the Court has granted a rehearing in this case, and we are advised by counsel that the title of the Chicago & Eastern Illinois Railroad Company to the whole of the property is good, while the most valuable portion of its franchises and leases is not in any way involved in this suit."

At the conclusion of the stockholders' meeting the directors met and re-elected the following officers: Franklin H. Story, President, Boston, Mass.; D. J. Mackay, Vice-President and General Manager, Evansville, Ind.; A. S. Dunham, Secretary, Chicago; J. C. Calhoun, Treasurer, Chicago. The officers of the road stated that there is no truth whatever in the report that a consolidation of their company with the Louisville & Nashville Company was contemplated. The consolidation with the Evansville & Terre Haute will be made as soon as the litigation with the Danville & Vincennes is out of the way, and the case will have a hearing before the United States Supreme Court on the 11th of this month. The Louisville & Nashville has a small interest in the road, and for this reason was given a representation of two members in the directory.

Chicago St. Louis & New Orleans.—The earnings of the company have decreased thus far this year about \$350,000, as compared with those of the same period in 1881, owing to loss of business caused by the floods last spring. This loss is expected to be made up within the year, as the best season for business is at hand. Two proposed branches have been surveyed, and contracts for building the one from Jackson, Miss., to Yazoo City have been awarded. Of the new 5 per cent gold bonds authorized to cancel old bonds, about \$10,450,000 have been issued. Holders of the old 7 and 8 per cent bonds are unwilling to surrender them, as they have two, four, eight or fifteen years to run; consequently the issue of new bonds proceeds slowly.—*Mail & Express.*

Chicago Wabash & Michigan.—The Chicago Wabash & Michigan Railroad Company will issue 1,000 bonds of the denomination of \$1,000, for the purpose of raising the money to extend the line to Benton Harbor and Shelbyville. The southern end of the road will not be built before next year. The Hon. J. H. Wade, of Cleveland, and C. E. Cowgill, of Chicago, are made trustees.

Columbia & Greenville.—The annual report of the Columbia & Greenville Railroad to the Railroad Commissioner, for the year ending June 30, 1882, shows that the total income of the road was \$608,594, the total expenses, including taxes, \$434,603, the net income \$173,990, and the rental paid to the Spartanburg Union & Columbia Road \$50,000. The total interest accrued during the year amounted to \$184,013—on the funded debt \$180,000 and on the unfunded debt \$4,013. The dividends declared during the year amounted at 6 per cent to \$60,000. The cost of the road and equipment up to the close of the last fiscal year was \$5,045,687, or \$25,717 per mile. The total debt of the road is \$3,323,279, the funded debt amounting to \$3,000,000 and the unfunded debt to \$323,279.—*Charleston News & Courier.*

Eastern Shore (Md.).—A meeting of the directors, stockholders and bondholders of the Eastern Shore Railroad was held in Philadelphia Sept. 29. The Baltimore *Sun* dispatch had the following: "At the stockholders' meeting 12,000 shares of stock were represented, and Mr. Felton presided. J. T. Gause, of the firm of Harlan & Hollingsworth, Wilmington, S. M. Felton, and D. B. Cummings, President of the Girard Bank,

were appointed a committee to negotiate the sale or lease of the road and report at the next meeting. At the bondholders' meeting the same committee were appointed for the same purpose. This road was sold out about two years ago under a foreclosure by the second mortgage bondholders, and it was purchased by a syndicate of the first and second mortgage bondholders at a nominal price, and with the understanding that the road should be reorganized under a new charter granted by the Legislature, which was done. The road has issued \$400,000 in first mortgage bonds and 18,000 shares of stock. It is controlled by John T. Gauze and Harlan & Hollingsworth of Wilmington, D. B. Cummings and a Mr. Shafer. Great efforts are now being made to get control of it. To-day William Scott, who is in the interest of the Pennsylvania road, offered to purchase the road by giving \$80 for each of the bonds, whose par value is \$100, and \$7 for each share of stock, representing \$25. This offer was refused. It is understood that the Eastern Shore Steamboat Company and others are negotiating for the road. The Pennsylvania Company are now building a connecting link on the Eastern Shore of Virginia, from Cherrystone Landing to Pocomoke City, to connect with the Eastern Shore Road near Princess Anne. It is their intention to connect by ferry with Norfolk and the South, thus cutting off the trade which now runs through Baltimore."

Georgia Pacific.—The Atlanta (Ga.) *Constitution* reports that work on the Georgia Pacific is progressing rapidly. A construction train will be sent to Anniston in a few days to be used in track-laying from that place toward Atlanta. Work on the twenty-four miles beyond Anniston to the Coosa River is to be pushed rapidly and will be completed early in January. In a few weeks trains will be running to Anniston if no unlooked for trouble occurs. The principal work now being done on this side of Anniston is on a tunnel, and of course cannot be hurried. The track-laying, however, is to be pushed so that very little work will remain to be done when the tunnel is completed. Major Temple is now out on the line of the road. He left Atlanta Monday for the purpose of riding on horse-back over the unfinished part of the line between Atlanta and Columbus, Mississippi.

Memphis & Charleston.—It is expected that the minor details necessary to the formal transfer of the Memphis & Charleston Railroad will be perfected within a few days, when the property will be turned over to its stockholders and operated directly by them. The stockholders' committee has arranged that the \$5,000,000 of common stock which the company is about to issue shall be pooled for such time as shall be fixed at the annual meeting in November. The stock will be deposited with the Real Estate Trust Company, which will issue its certificate of ownership to the holder of the stock, these certificates being transferable in the same form as the stock. As the new stock carries a voting power, and is only subscribed for at 12 per cent of its par value, a little reflection will be sufficient to show that some such arrangement as that outlined above was absolutely necessary to prevent the control of the road passing into the treasuries of other and tributary roads, which, of course, would operate it more in their own interest than for the benefit of its stockholders.—*Stockholder.*

Metropolitan Elevated.—The suit brought by Joseph W. Burnham and Jacob Berry, as stockholders of the Metropolitan Railroad Company against the Manhattan Railroad Company and the Metropolitan and New York Elevated railroad companies, to have declared void the agreement entered into between the officers and directors of the several companies on the 22d of October, 1881, was brought to trial Thursday, in Supreme Court, Special Term, before Judge Van Vorst.

Minneapolis & St. Louis.—The annual meeting of stockholders was held at St. Paul, Minn., and the following board of directors was elected: Messrs. R. R. Cable, H. H. Porter, W. D. Washburn, A. B. Stickney, Benjamin Brewster, David Dows, W. W. Nair, W. R. Merriam and H. R. Bishop. Subsequently a meeting of the directors was held, at which officers were elected as follows: President, R. R. Cable; Vice-President, A. B. Stickney; Treasurer, Joseph Gaskell; Executive Committee, R. R. Cable, W. D. Washburn, H. R. Bishop and H. H. Porter.

New York Lackawanna & Western.—This road will be leased to the Delaware Lackawanna & Western at 5 per cent on the stock of \$10,000,000, and 6 per cent interest on the bonds of \$12,000,000. The Central Construction Company's books closed October 5th and its affairs will be wound up. Seventy per cent has been paid in on the subscriptions, and the now guaranteed stock is to be distributed so as to yield 133½ shares for each \$10,000 cash paid in. The Delaware Lackawanna & Western, it is said, will reserve \$2,000,000 stock for the purchase of additional equipment and for other purposes, and the remaining \$8,000,000 stock will be represented by cash payments (90 per cent) amounting to \$7,200,000.

New York Chicago & St. Louis.—New York Lake Erie & Western.—The Nickel-Plate officials, says the *Cleveland Leader*, have at last abandoned the impracticable idea of opening the line in its entirety as a full-fledged line on October 15, and will only open "in a small way" on that date. The task of equipping a road 520 miles in length with a full operating force, including train men, yard men, agents, operators, &c., is a great one, and cannot be accomplished in a day, and even if equipped, it would not be a prudent move to undertake with a green force of men to move everything in direct and close competition with the competing trunk lines, which are the most thoroughly organized and systematic roads in the United States, without first breaking in the men.

—The *Buffalo Express* says: "The contract between the Erie and the Nickel Plate in relation to terminal facilities was signed a few days since. The following are the chief features of the contract: The Erie gives the Nickel Plate the use of depots, tracks and other facilities for handling both its passenger and freight traffic. In return, the Nickel Plate gives to the Erie the free use of its road at several points along the line where the Erie is in need of better facilities. The contract will expire in September, 1884, at which time both roads expect to have their new connections, and other arrangements completed. This is an important move on the part of both roads, giving, as it does, to the Nickel Plate probably the best terminal facilities to be obtained in Buffalo, and an immense yard, where the traffic of both roads can be handled jointly."

Northern Pacific.—The Drexel, Morgan syndicate, having received applications for about \$7,500,000 at 102½ on the late offering of \$5,000,000 bonds, have just declared their option for another \$5,000,000 of the Northern Pacific Railway loan. This makes \$30,000,000 taken, the option remaining for \$10,000,000 more.

Ohio & Mississippi.—The following is the exhibit for August, filed by Receiver Douglass in the United States Court:

RECEIPTS.			
	1881.		1882.
Cash on hand August 1.....	\$ 29,147		\$35,52
Cash from station agents.....	423,661		541,925
Cash from conductors.....	7,078		11,892
Cash from individuals, etc.....	66,268		38,201
Cash from Adams and American express.....	720		1,483
Cash from United States Government.....			4,295
Total.....	\$526,870		\$633,324
DISBURSEMENTS.			
Vouchers subsequent to November 17, 1876.....	\$312,315		444,976
Pay-rolls.....	126,756		138,234
Arrearages.....	1,195		326
Cash on hand September 1.....	86,604		49,788
Total.....	\$526,870		\$633,324

Railroad Construction (New).—The latest information of the completion of track on new railroads is as follows:

Central Pacific.—This company's northern line is extended from Corning, Col., north to Tehama, 7 miles.
Chicago & Atlantic.—Track is laid from Kenton, O., west 15 miles; from Crown Point, Ind., east 44 miles; from Huntington, Ind., east 35 miles and west 30 miles, making 124 miles in all.
Chicago & Northwestern.—The James River branch is extended from Ordway, Dak., northeast to Columbia, 6 miles.
Galveston Harrisburg & San Antonio.—Completed to a point twenty miles westward from Devil's River, Tex., an extension of 32 miles.
Humeston & Shenandoah.—Completed by laying track from Grand River, west to Clarinda, 62 miles.
Jersey Shore Pine Creek & Buffalo.—Track laid from Stokesdale, Pa., southward 8 miles.
Minnesota Central.—Track laid from Waterville, Minn., east by north to Faribault, 17 miles.
Southern Pacific.—The Mohave branch is extended eastward to Calico, Cal., 28 miles.
Wisconsin Central.—On this company's Milwaukee extension track is laid from Schliesingerville, Wis., north 10 miles, and from Oshkosh south 10 miles.
 This is a total of 304 miles of new railroad, making 7,589 miles thus far this year, against 5,034 miles reported at the corresponding time in 1881, 3,938 miles in 1880, 2,328 miles in 1879, 1,420 miles in 1878, 1,505 miles in 1877, 1,719 miles in 1876, 861 miles in 1875, 1,125 miles in 1874, 2,867 miles in 1873 and 5,066 miles in 1872.—*Railroad Gazette.*

—The *Railway Age* of Chicago reports the construction of 1,209 miles of main track during the month of September, and a total for nine months of the present year of 8,075 miles. It estimates the total construction for the entire year at 10,500 miles, an amount greater than ever before built in one season. The largest amount of track constructed during the past month—154 miles—was in Iowa. The construction in the other leading States was as follows: Pennsylvania, 91 miles; Georgia, 94; California, 89; Colorado, 84; Texas, 84, and New York, 77.

Richmond & Danville.—Of this stock, *Kiernan's News-Letter* on Friday says: "The drop yesterday began with forced sales and ended with a raid. No supporting orders were in the room at first, but the decline brought buying in sufficient amount to rally the stock eight points. An officer of the company said yesterday that there was no truth in the rumor that the company was borrowing at exorbitant rates. The company had assumed no new obligations since February, when it issued \$4,000,000 of debenture bonds, the proceeds of which, with \$1,000,000 of stock sold at par, were exchanged for \$7,500,000 of Terminal stock, giving the company control of 1,200 miles of finished road. The company furnishes none of the money required for the construction of the Georgia Pacific, the construction company taking bonds in payment for its stock. Richmond & Danville has increased its equipment over \$1,000,000 during the past year. It has made large gains in the payment of its debt to the State of Virginia; also large profits on its subscription to Virginia Midland debenture bonds and common stock. Good orders to buy at the decline came from Richmond and Baltimore yesterday afternoon. The Rockafellers have lately been buyers of the Richmond & Danville and Terminal."

St. Louis Alton & Terre Haute.—The case of the Cleveland Columbus Cincinnati & Indianapolis, the Lake Shore, the Pennsylvania and the Pittsburgh Fort Wayne & Chicago railroad companies against the Indianapolis & St. Louis and the St. Louis Alton & Terre Haute railroad companies, involving this lease and unpaid rental money of the last-named road, has been appealed to the United States Supreme Court, and a bond filed at Indianapolis for \$600,000.

The Commercial Times.

COMMERCIAL EPITOME.

FRIDAY NIGHT, Oct. 6, 1882.

The disturbed condition of the money market has continued to have an unfavorable influence in trade circles. Especially has it retarded exports, by causing a material decline in exchange, while values of breadstuffs and provisions have risen by speculation. But in many particulars the promises which the early autumn made regarding business are not fully realized. There are some indications that overtrading has been done in anticipation of the effect of the bountiful harvests. Still, the general position is not in any sense discouraging, and the return of cold weather will doubtless infuse new life into business.

The following is a statement of the stocks of leading articles of domestic and foreign merchandise at dates given:

	1882.		1881.
	Sept. 1.	Oct. 1.	Oct. 1.
Pork.....bbls.	20,697	12,331	19,881
Beef.....tes. and bbls.	173	661	269
Lard.....tes.	28,284	17,045	48,846
Tobacco, foreign.....bales.	29,391	21,053	19,780
Tobacco, domestic.....bbls.	35,894	32,450	47,818
Coffee, Rio.....bags.	58,933	81,331	97,893
Coffee, other, &c.....bags.	118,349	104,093	44,564
Coffee, Java.....mats.	124,819	137,423	114,975
Sugar.....bbls.	65,055	44,895	71,880
Sugar.....boxes.	5,244	.....	693
Sugar.....bags, &c.	529,355	534,800	732,000
Melado.....bbls.	238	165	63
Molasses, foreign.....bbls.	10,198	6,080	2,959
Molasses, domestic.....bbls.	2,000	2,000	1,500
Hides.....No.	201,000	229,700	313,600
Cotton.....bales.	78,092	38,911	84,276
Rosin.....bbls.	38,935	23,690	23,319
Spirits turpentine.....bbls.	3,385	4,784	4,397
Tar.....bbls.	1,411	1,015	1,320
Rice, E. I.....bags.	36,050	36,400	9,500
Rice, domestic.....bbls. and tes.	510	593	.....
Linseed.....bags.	70,800	67,400	85,000
Castor oil.....bags.	1,245	14,000	8,000
Jute.....bales.	800	360	2,800
Jute butts.....bales.	31,700	26,400	32,000
Kanifa hemp.....bales.	32,620	30,634	2,445

A very good speculation in provisions has been reported during the past week, generally at higher and stronger prices. At the close there was a quieter feeling in lard, although pork continued in demand. To-day mess pork sold on the spot at \$22 75@23; November contracts at \$22 25@22 30, closing at \$22 75; October, \$22 75@23. Bacon was firm at 14 1/4@15c. for long clear. Cut meats steady and unchanged. Beef quiet at \$28@30 for extra City India mess. Beef hams quoted at \$17@18. Lard opened a trifle higher, but soon fell back and closed easy. Prime Western on the spot quoted 13 1/2c.; refined for the continent, 13 1/2@14c.; South American, 13 1/2c.; for future delivery, October sold at 13 7/8@13 10c., closing at 13 5/8c.; November at 12 80@12 82 1/2c., closing at 12 77 1/2c.; December at 12 17 1/2@12 20c., closing at 12 15c.; seller June, 12 15c.; January, 11 95@11 97 1/2c., closing at 11 90@11 92 1/2c.; February, 11 92 1/2@11 95c., closing at 11 90@11 92 1/2c.; March, 11 95c., closing at 11 90@11 92 1/2c. Butter is strong and higher for the better grades. Cheese firm and in demand; August State fine, 11 1/2@11 3/4c.; September fancy, 12 1/4@12 1/2c.

Rio coffee has been quiet as a rule at unchanged prices on the spot, while options have been rather weaker; 6 70c. was bid to-day for October and 6 95c. asked, and for November and December 6 70c. bid and 6 80c. asked; mild grades are very plentiful, and, selling with difficulty, are weak. Molasses has been dull and to a great extent nominal at unchanged prices while New Orleans has declined, owing to the lower prices current at the South; to-day 40@65c. was quoted here. Raw sugar has been very dull of late, and to a great extent nominal at 7 1/2@7 7 1/2c. for fair refining and 8 1/4c. for 96 degrees test centrifugal. Refined has been rather quiet at a decline to 9 1/2c. for powdered, 9 1/2@9 3/4c. for crushed and 8 1/2@9c. for standard "A."

Kentucky tobacco has been very quiet and prices are unsettled and nominal. There has been a large and varied business in seed leaf, the sales for the week amounting to 4 055 cases as follows: 1,180 cases 1881 crop State flats assorted 5 1/2@14 1/2c.; 800 cases 1881 crop Wisconsin Havana seed assorted 17@19c. and wrappers 26@28c.; 700 cases 1881 crop New England wrappers 19@30c., and Housatonic assorted 14@22 1/2c.; 200 cases 1881 crop Pennsylvania low grades 6@10c., wrappers 16@30c. and Duck Island 10@11c.; 100 cases 1880 crop New York State flats private terms; 400 cases 1880 crop Pennsylvania assorted lots 9 1/2@15c. and wrappers 16@25c.; 400 cases 1881 crop Ohio assorted lots 5 1/2@6 1/4c., wrappers 7 1/4@9 1/2c. and Little Dutch 10@11 1/2c.; 175 cases 1880 crop Ohio fillers 4 1/2c.; assorted 6@6 1/2c. and wrappers 9@11 1/2c.; and 100 1880 crop New England 12@14c. Also 800 bales Havana 88c.@\$1 20.

In naval stores, while the movement has been small, prices have been advanced by reason of the reduced stocks and the stronger advices from the South; to-day spirits turpentine was advanced to 49@50c., with 48c. bid and refused; strained to good strained rosins \$1 85@1 95. Refined petroleum strong at 8 1/2@8 3/4c. for export as to test; crude certificates advanced to-day from 91 to 94 1/2c. and fell to 92 1/4@92 3/4c. with 10,888,000 bbls sold: November options quoted 94 1/4c.; December 96 1/4c.; January 98 1/4c.; February \$1 00 1/4. Hops continue to advance; to-day it was reported that 72c. had been paid in the country for choice 1882's; here the figures are from 65@75c., as to grade; Bavarians and other foreign have had a good movement at 85@95c.

COTTON.

FRIDAY, P. M., October 6, 1882.

THE MOVEMENT OF THE CROP, as indicated by our telegrams from the South to-night, is given below. For the week ending this evening (Oct. 6) the total receipts have reached 179,883 bales, against 136,479 bales last week, 77,223 bales the previous week and 49,512 bales three weeks since; making the total receipts since the 1st of September, 1882, 476,840 bales, against 604,587 bales for the same period of 1881, showing a decrease since September 1, 1882, of 127,747 bales.

Receipts at—	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.	Total.
Galveston.....	2,947	9,176	2,091	4,871	6,425	3,824	29,334
Indianola, &c.....	.....	.....	.....	.....	.....	882	882
New Orleans.....	6,635	4,160	4,032	2,629	5,479	5,036	27,991
Mobile.....	3,209	1,102	1,665	2,191	1,783	3,633	13,533
Florida.....	102	.....	.....	.....	.....	1	103
Savannah.....	6,229	7,890	6,459	5,783	5,755	6,517	38,633
Brunswick, &c.....	.....	.....	.....	.....	.....	.....	.....
Charleston.....	4,381	5,022	4,138	5,408	5,854	5,250	30,053
Pt. Royal, &c.....	20	.....	.....	.....	.....	336	356
Wilmington.....	1,800	506	1,781	493	1,411	892	6,883
Morehead C., &c.....	154	.....	.....	.....	.....	480	634
Norfolk.....	2,310	2,642	4,238	3,351	5,030	3,104	20,675
City Point, &c.....	804	.....	.....	.....	.....	5,620	6,424
New York.....	133	10	.....	277	.....	50	470
Boston.....	940	473	674	65	546	446	3,144
Baltimore.....	.....	.....	.....	.....	.....	346	346
Philadelph'a, &c.....	15	.....	99	72	236	.....	422
Totals this week.....	29,699	30,931	25,177	25,140	32,469	36,417	179,883

For comparison, we give the following table showing the week's total receipts, the total since Sept. 1, 1882, and the stocks to-night, and the same items for the corresponding periods of last year:

Receipts to Oct. 6.	1882.		1881.		Stock.	
	This Week.	Since Sep. 1, 1882.	This Week.	Since Sep. 1, 1881.	1882.	1881.
Galveston.....	29,334	100,126	16,741	89,378	37,723	65,759
Indianola, &c.....	882	5,536	707	4,076	.....	.....
New Orleans.....	27,991	67,274	36,980	133,282	58,483	135,905
Mobile.....	13,533	33,128	10,657	35,442	9,114	15,484
Florida.....	103	313	75	470	.....	.....
Savannah.....	38,633	115,117	32,554	133,180	61,241	62,679
Brunswick, &c.....	.....	1,344	513	2,208	.....	.....
Charleston.....	30,053	79,142	23,959	76,461	46,779	37,675
Pt. Royal, &c.....	356	360	10,107	10,121	164	4,658
Wilmington.....	6,883	14,429	6,887	17,818	9,414	8,104
Morehead C., &c.....	634	916	491	783	.....	.....
Norfolk.....	20,675	38,079	22,416	67,359	14,679	10,589
City Point, &c.....	6,424	10,187	5,937	18,615	.....	.....
New York.....	470	1,536	1,835	3,411	40,781	90,625
Boston.....	3,144	6,660	3,560	6,623	1,510	3,500
Baltimore.....	346	973	677	3,742	1,013	6,548
Philadelph'a, &c.....	422	1,720	614	1,588	5,560	3,911
Total.....	179,883	476,840	174,810	604,587	286,454	445,523

In order that comparison may be made with other years, we give below the totals at leading ports for six seasons.

Receipts at—	1882.	1881.	1880.	1879.	1878.	1877.
Galveston.....	30,216	17,448	14,795	16,197	22,971	19,328
New Orleans.....	27,991	36,980	39,844	42,116	12,191	19,617
Mobile.....	13,533	10,657	11,470	17,147	3,955	10,301
Savannah.....	38,633	32,554	43,555	30,741	39,411	24,714
Charleston.....	30,409	34,066	36,128	22,968	33,327	19,738
Wilmington.....	7,517	7,378	6,087	4,401	5,763	4,629
Norfolk, &c.....	27,099	28,403	38,909	26,475	23,161	10,459
All others.....	4,435	7,324	8,306	9,063	7,379	478
Tot. this w'k.....	179,883	174,810	199,094	169,408	148,158	109,264
Since Sept. 1.....	476,840	604,587	692,758	580,347	525,606	262,375

Galveston includes Indianola; Charleston includes Port Royal, &c.; Wilmington includes Morehead City, &c.; Norfolk includes City Point, &c.

The exports for the week ending this evening reach a total of 80,603 bales, of which 64,117 were to Great Britain, 5,744 to France and 10,747 to the rest of the Continent, while the stocks as made up this evening are now 286,454 bales. Below are the exports for the week and since September 1, 1882.

Exports from—	Week Ending Oct. 6.			From Sept. 1, 1882, to Oct. 6, 1882.		
	Great Brit'n.	France.	Total.	Great Brit'n.	France.	Total.
Galveston.....	8,119	.....	8,339	11,745	.....	4,398
New Orleans.....	14,811	4,406	20,097	26,318	13,880	80,254
Mobile.....	.....	.....	.....	.....	.....	.....
Florida.....	.....	.....	.....	.....	.....	.....
Savannah.....	5,367	.....	5,367	5,367	.....	5,367
Charleston.....	5,500	.....	5,500	5,500	.....	5,500
Wilmington.....	.....	.....	.....	.....	.....	.....
Norfolk.....	.....	.....	.....	.....	.....	.....
New York.....	16,710	1,838	4,997	22,445	67,831	14,070
Boston.....	2,407	.....	2,407	9,637	.....	9,637
Baltimore.....	9,378	.....	2,144	11,522	14,579	900
Philadelph'a, &c.....	1,535	.....	1,535	7,472	.....	7,472
Total.....	64,117	5,744	10,747	80,608	153,446	20,027
Total 1881.....	68,511	7,348	4,899	80,757	224,718	82,215
* Includes exports from Port Royal, &c.	.....	.....	.....	.....	.....	.....

In January and February, 1882, large additions to our port receipts were made, for omissions during previous weeks of a portion of the City Point, &c., movement. Consequently we have now revised our weekly and monthly tables of receipts from Sept. 1, 1881, to Feb. 1, 1882, and incorporated the omissions in the weeks to which they belong instead of inserting them in bulk in December and January.

In addition to above exports, our telegrams to-night also give us the following amounts of cotton on shipboard, not cleared, at the ports named. We add similar figures for New York, which are prepared for our special use by Messrs. Carey, Yale & Lambert, 60 Beaver Street.

OCT. 6, AT—	On Shipboard, not cleared—for					Leaving Stock.
	Great Britain.	France.	Other Foreign.	Coast-wise.	Total.	
New Orleans....	9,583	4,166	4,929	None.	18,678	39,805
Moh... ..	None.	None.	None.	None.	None.	9,114
Ch. River... ..	2,500	3,500	6,800	1,550	14,350	32,422
St. Ann's... ..	600	3,600	11,200	5,400	20,800	40,141
St. Ann's... ..	5,737	None.	3,800	1,914	11,351	26,372
Norfolk... ..	7,853	None.	None.	1,113	8,966	5,713
New York... ..	4,500	350	850	None.	5,700	35,081
Other ports... ..	3,500	None.	1,600	None.	5,100	12,561
Total 1882	34,273	11,616	29,179	9,877	84,945	201,509
Total 1881	59,937	20,162	15,403	11,334	106,841	334,882
Total 1880	36,299	7,317	14,356	10,985	68,957	289,281

The speculation in cotton for future delivery has been quite active for the past week, and the fluctuations in prices have been unusually wide. Saturday was variable, closing lower; Monday was very depressed and Tuesday opened weak, but there was an advance for the day; the close, however, was dull, and on Wednesday prices declined again to about the lowest figures of Tuesday morning. On Thursday there was renewed buoyancy, but the final close was at some decline from the best figures of the day. To-day there was an early advance of 10@16 points; then the market became quiet and easy, and closed unsettled. Cotton on the spot declined steadily until to-day, when there was $\frac{1}{2}$ c. recovery. Quotations were reduced $\frac{1}{2}$ c. on Saturday, $\frac{1}{8}$ c. on Monday, 1-16c. on Tuesday and $\frac{1}{8}$ c. on Wednesday. Stocks are still small and the business quite moderate, whether for export or home consumption. A large proportion of the receipts comes on through shipments to foreign markets. Yesterday all grades but middlings were reduced 1-16@ $\frac{1}{2}$ c. To-day, as already stated, there was an advance of $\frac{1}{2}$ c., middling uplands closing at 11 $\frac{3}{4}$ c.

The total sales for forward delivery for the week are 910,000 bales. For immediate delivery the total sales foot up this week 6,598 bales, including 3,006 for export, 3,502 for consumption, 90 for speculation and — in transit. Of the above, 600 bales were to arrive. The following are the official quotations and sales for each day of the past week.

Sept. 30 to Oct. 6.	UPLANDS.				NEW ORLEANS.				TEXAS.			
	Sat.	Mon.	Tues.	Wed.	Sat.	Mon.	Tues.	Wed.	Sat.	Mon.	Tues.	Wed.
Ordin'y. #2	91 $\frac{1}{2}$	91 $\frac{1}{2}$	9	97 $\frac{1}{2}$	97 $\frac{1}{2}$	95 $\frac{1}{2}$	94 $\frac{1}{2}$	97 $\frac{1}{2}$	95 $\frac{1}{2}$	94 $\frac{1}{2}$	91 $\frac{1}{2}$	94 $\frac{1}{2}$
Strict Ord.	98 $\frac{1}{2}$	98 $\frac{1}{2}$	97 $\frac{1}{2}$	97 $\frac{1}{2}$	97 $\frac{1}{2}$	95 $\frac{1}{2}$	94 $\frac{1}{2}$	97 $\frac{1}{2}$	95 $\frac{1}{2}$	94 $\frac{1}{2}$	91 $\frac{1}{2}$	94 $\frac{1}{2}$
Good Ord.	107 $\frac{1}{2}$	107 $\frac{1}{2}$	104 $\frac{1}{2}$	104 $\frac{1}{2}$	107 $\frac{1}{2}$	104 $\frac{1}{2}$	101 $\frac{1}{2}$	107 $\frac{1}{2}$	104 $\frac{1}{2}$	101 $\frac{1}{2}$	104 $\frac{1}{2}$	107 $\frac{1}{2}$
Str. G'd Ord.	107 $\frac{1}{2}$	107 $\frac{1}{2}$	104 $\frac{1}{2}$	104 $\frac{1}{2}$	107 $\frac{1}{2}$	104 $\frac{1}{2}$	101 $\frac{1}{2}$	107 $\frac{1}{2}$	104 $\frac{1}{2}$	101 $\frac{1}{2}$	104 $\frac{1}{2}$	107 $\frac{1}{2}$
Low Midd'g	11 $\frac{1}{2}$	11 $\frac{1}{2}$	11 $\frac{1}{2}$	11 $\frac{1}{2}$	11 $\frac{1}{2}$	11 $\frac{1}{2}$	11 $\frac{1}{2}$	11 $\frac{1}{2}$	11 $\frac{1}{2}$	11 $\frac{1}{2}$	11 $\frac{1}{2}$	11 $\frac{1}{2}$
Str. L'w Mid	11 $\frac{1}{2}$	11 $\frac{1}{2}$	11 $\frac{1}{2}$	11 $\frac{1}{2}$	11 $\frac{1}{2}$	11 $\frac{1}{2}$	11 $\frac{1}{2}$	11 $\frac{1}{2}$	11 $\frac{1}{2}$	11 $\frac{1}{2}$	11 $\frac{1}{2}$	11 $\frac{1}{2}$
Middling	11 $\frac{1}{2}$	11 $\frac{1}{2}$	11 $\frac{1}{2}$	11 $\frac{1}{2}$	11 $\frac{1}{2}$	11 $\frac{1}{2}$	11 $\frac{1}{2}$	11 $\frac{1}{2}$	11 $\frac{1}{2}$	11 $\frac{1}{2}$	11 $\frac{1}{2}$	11 $\frac{1}{2}$
Good Mid.	11 $\frac{1}{2}$	11 $\frac{1}{2}$	11 $\frac{1}{2}$	11 $\frac{1}{2}$	11 $\frac{1}{2}$	11 $\frac{1}{2}$	11 $\frac{1}{2}$	11 $\frac{1}{2}$	11 $\frac{1}{2}$	11 $\frac{1}{2}$	11 $\frac{1}{2}$	11 $\frac{1}{2}$
Str. G'd Mid	12 $\frac{1}{2}$	12 $\frac{1}{2}$	12 $\frac{1}{2}$	12 $\frac{1}{2}$	12 $\frac{1}{2}$	12 $\frac{1}{2}$	12 $\frac{1}{2}$	12 $\frac{1}{2}$	12 $\frac{1}{2}$	12 $\frac{1}{2}$	12 $\frac{1}{2}$	12 $\frac{1}{2}$
Midd'g Fair	12 $\frac{1}{2}$	12 $\frac{1}{2}$	12 $\frac{1}{2}$	12 $\frac{1}{2}$	12 $\frac{1}{2}$	12 $\frac{1}{2}$	12 $\frac{1}{2}$	12 $\frac{1}{2}$	12 $\frac{1}{2}$	12 $\frac{1}{2}$	12 $\frac{1}{2}$	12 $\frac{1}{2}$
Fair	13 $\frac{1}{2}$	13 $\frac{1}{2}$	13 $\frac{1}{2}$	13 $\frac{1}{2}$	13 $\frac{1}{2}$	13 $\frac{1}{2}$	13 $\frac{1}{2}$	13 $\frac{1}{2}$	13 $\frac{1}{2}$	13 $\frac{1}{2}$	13 $\frac{1}{2}$	13 $\frac{1}{2}$
Ordin'y. #2	8 $\frac{1}{2}$	8 $\frac{1}{2}$	8 $\frac{1}{2}$	8 $\frac{1}{2}$	8 $\frac{1}{2}$	8 $\frac{1}{2}$	8 $\frac{1}{2}$	8 $\frac{1}{2}$	8 $\frac{1}{2}$	8 $\frac{1}{2}$	8 $\frac{1}{2}$	8 $\frac{1}{2}$
Strict Ord.	99 $\frac{1}{2}$	99 $\frac{1}{2}$	99 $\frac{1}{2}$	99 $\frac{1}{2}$	99 $\frac{1}{2}$	99 $\frac{1}{2}$	99 $\frac{1}{2}$	99 $\frac{1}{2}$	99 $\frac{1}{2}$	99 $\frac{1}{2}$	99 $\frac{1}{2}$	99 $\frac{1}{2}$
Good Ord.	109 $\frac{1}{2}$	109 $\frac{1}{2}$	109 $\frac{1}{2}$	109 $\frac{1}{2}$	109 $\frac{1}{2}$	109 $\frac{1}{2}$	109 $\frac{1}{2}$	109 $\frac{1}{2}$	109 $\frac{1}{2}$	109 $\frac{1}{2}$	109 $\frac{1}{2}$	109 $\frac{1}{2}$
Str. G'd Ord.	109 $\frac{1}{2}$	109 $\frac{1}{2}$	109 $\frac{1}{2}$	109 $\frac{1}{2}$	109 $\frac{1}{2}$	109 $\frac{1}{2}$	109 $\frac{1}{2}$	109 $\frac{1}{2}$	109 $\frac{1}{2}$	109 $\frac{1}{2}$	109 $\frac{1}{2}$	109 $\frac{1}{2}$
Low Midd'g	10 $\frac{1}{2}$	10 $\frac{1}{2}$	10 $\frac{1}{2}$	10 $\frac{1}{2}$	10 $\frac{1}{2}$	10 $\frac{1}{2}$	10 $\frac{1}{2}$	10 $\frac{1}{2}$	10 $\frac{1}{2}$	10 $\frac{1}{2}$	10 $\frac{1}{2}$	10 $\frac{1}{2}$
Str. L'w Mid	10 $\frac{1}{2}$	10 $\frac{1}{2}$	10 $\frac{1}{2}$	10 $\frac{1}{2}$	10 $\frac{1}{2}$	10 $\frac{1}{2}$	10 $\frac{1}{2}$	10 $\frac{1}{2}$	10 $\frac{1}{2}$	10 $\frac{1}{2}$	10 $\frac{1}{2}$	10 $\frac{1}{2}$
Middling	11 $\frac{1}{2}$	11 $\frac{1}{2}$	11 $\frac{1}{2}$	11 $\frac{1}{2}$	11 $\frac{1}{2}$	11 $\frac{1}{2}$	11 $\frac{1}{2}$	11 $\frac{1}{2}$	11 $\frac{1}{2}$	11 $\frac{1}{2}$	11 $\frac{1}{2}$	11 $\frac{1}{2}$
Good Mid.	11 $\frac{1}{2}$	11 $\frac{1}{2}$	11 $\frac{1}{2}$	11 $\frac{1}{2}$	11 $\frac{1}{2}$	11 $\frac{1}{2}$	11 $\frac{1}{2}$	11 $\frac{1}{2}$	11 $\frac{1}{2}$	11 $\frac{1}{2}$	11 $\frac{1}{2}$	11 $\frac{1}{2}$
Str. G'd Mid	12 $\frac{1}{2}$	12 $\frac{1}{2}$	12 $\frac{1}{2}$	12 $\frac{1}{2}$	12 $\frac{1}{2}$	12 $\frac{1}{2}$	12 $\frac{1}{2}$	12 $\frac{1}{2}$	12 $\frac{1}{2}$	12 $\frac{1}{2}$	12 $\frac{1}{2}$	12 $\frac{1}{2}$
Midd'g Fair	12 $\frac{1}{2}$	12 $\frac{1}{2}$	12 $\frac{1}{2}$	12 $\frac{1}{2}$	12 $\frac{1}{2}$	12 $\frac{1}{2}$	12 $\frac{1}{2}$	12 $\frac{1}{2}$	12 $\frac{1}{2}$	12 $\frac{1}{2}$	12 $\frac{1}{2}$	12 $\frac{1}{2}$
Fair	13 $\frac{1}{2}$	13 $\frac{1}{2}$	13 $\frac{1}{2}$	13 $\frac{1}{2}$	13 $\frac{1}{2}$	13 $\frac{1}{2}$	13 $\frac{1}{2}$	13 $\frac{1}{2}$	13 $\frac{1}{2}$	13 $\frac{1}{2}$	13 $\frac{1}{2}$	13 $\frac{1}{2}$

SPOT MARKET CLOSED.	SALES OF SPOT AND TRANSIT.					FUTURES.	
	Ex- port.	Con- sump.	Spec- ul'n	Trans- it.	Total.	Sales.	Deliv- eries.
Sat. Quiet at 1 $\frac{1}{2}$ dec.	242	231	—	—	473	125,000	400
Mon. Quiet at 1 $\frac{1}{2}$ dec.	500	606	—	—	1,106	191,100	2,200
Tues. Steady at 1 $\frac{1}{2}$ dec.	800	576	—	—	1,376	175,800	400
Wed. Steady at 1 $\frac{1}{2}$ dec.	414	929	90	—	1,433	138,500	400
Thurs. Steady at rev. quo.	800	574	—	—	1,374	150,600	300
Fri. Quiet at 1 $\frac{1}{2}$ dec.	250	586	—	—	836	129,000	300
Total	3,006	3,502	90	—	6,938	910,000	4,000

The daily deliveries given above are actually delivered the day previous to that on which they are reported.

THE SALES AND PRICES OF FUTURES are shown by the following comprehensive table. In this statement will be found the daily market, the prices of sales for each month each day, and the closing bids, in addition to the daily and total sales.

Market, Prices and Sales of Futures.	DAILY PRICES AND SALES OF FUTURES FOR EACH MONTH.											
	September, Sept. 30—	October.	November.	December.	January.	February.	March.	April.	May.	June.	July.	August.
Saturday, Sept. 30—	Variable.	27,900	15,400	16,200	18,300	8,000	8,100	13,100	11,100	6,100	800	200
Sales, total.	125,000	11,921	10,891	10,891	11,000	11,100	11,100	11,100	11,100	11,100	11,100	11,100
Prices paid (range).	11.89@11.81	11.21@11.31	10.89@11.10	10.89@11.09	11.00@11.16	11.13@11.23	11.29@11.36	11.38@11.47	11.46@11.58	11.60@11.67	11.75@11.76	11.77@11.81
Closing.	Lower.	11.21	11.22	11.02	11.03	11.02	11.07	11.08	11.16	11.23	11.35	11.50
Monday, Oct. 2—	Lower.	31,700	20,200	27,300	38,300	13,800	17,100	12,900	12,900	12,600	3,500	800
Sales, total.	151,100	11,021	10,831	10,831	10,831	11,021	11,021	11,021	11,021	11,021	11,021	11,021
Prices paid (range).	10.83@11.03	11.02@11.03	10.83@10.95	10.83@10.95	10.83@10.95	11.02@11.03	11.02@11.03	11.02@11.03	11.02@11.03	11.02@11.03	11.02@11.03	11.02@11.03
Closing.	Steady.	11.03	11.04	10.86	10.85	10.86	10.85	10.86	10.85	10.86	10.85	10.86
Tuesday, Oct. 3—	Variable.	35,100	17,800	30,200	30,100	14,300	15,200	13,000	10,400	6,800	2,800	100
Sales, total.	175,500	10,971	10,831	10,831	10,831	11,021	11,021	11,021	11,021	11,021	11,021	11,021
Prices paid (range).	10.79@11.14	10.97@11.06	10.83@10.94	10.83@10.94	10.83@10.94	11.02@11.03	11.02@11.03	11.02@11.03	11.02@11.03	11.02@11.03	11.02@11.03	11.02@11.03
Closing.	Decker.	11.06	11.06	10.94	10.93	10.94	11.01	11.02	11.12	11.23	11.24	11.35
Wednesday, Oct. 4—	Lower.	30,900	12,500	15,000	24,500	16,300	12,700	5,900	11,100	7,800	1,000	500
Sales, total.	138,500	10,791	10,831	10,831	10,831	11,021	11,021	11,021	11,021	11,021	11,021	11,021
Prices paid (range).	10.94@11.03	10.92@11.10	10.80@10.92	10.80@10.92	10.80@10.92	10.93@11.10	11.12@11.20	11.22@11.31	11.32@11.42	11.45@11.53	11.54@11.60	11.61@11.63
Closing.	Weak.	10.94	10.79	10.79	10.79	10.93	11.10	11.11	11.22	11.23	11.33	11.61
Thursday, Oct. 5—	Brigant.	23,200	15,300	21,200	33,100	14,000	13,600	6,000	11,000	7,100	2,300	1,200
Sales, total.	150,600	10,861	10,831	10,831	10,831	11,021	11,021	11,021	11,021	11,021	11,021	11,021
Prices paid (range).	10.86@11.13	10.89@11.12	10.86@10.93	10.86@10.93	10.86@10.93	11.02@11.12	11.19@11.26	11.30@11.37	11.41@11.49	11.51@11.59	11.62@11.69	11.72@11.73
Closing.	Steady.	11.08	11.09	10.92	10.93	11.01	11.02	11.12	11.23	11.24	11.34	11.33
Friday, Oct. 6—	Primer.	27,900	15,500	19,100	23,400	9,400	7,200	5,300	8,900	7,200	4,400	700
Sales, total.	125,000	10,411	10,831	10,831	10,831	11,021	11,021	11,021	11,021	11,021	11,021	11,021
Prices paid (range).	10.41@11.30	11.12@11.27	10.95@11.01	10.95@11.01	11.03@11.10	11.13@11.20	11.24@11.34	11.34@11.42	11.46@11.53	11.58@11.65	11.67@11.75	11.76@11.77
Closing.	Weak.	11.21	10.96	10.96	11.03	11.13	11.24	11.35	11.45	11.47	11.57	11.67
Total sales this week.	910,000	176,700	96,700	129,000	170,000	75,900	73,900	56,200	65,400	47,600	15,200	3,500
Sales since Sep. 1, '82.	3,184,500	659,400	296,500	570,300	503,300	184,300	184,800	167,500	182,100	95,800	30,800	9,500

* Includes sales in September, 1882, for September, 500,200. Transferable Orders—Saturday, 11:25c.; Monday, 11:05c.; Tuesday 11:10c.; Wednesday, 10:95c.; Thursday, 11:10c.; Friday, 11:25c.

The following exchanges have been made during the week:
16 pd. to exch. 100 Jan. for Oct. 08 pd. to exch. 1

	1882.	1881.	1880.	1879.
Stock at Havre.....bales.	119,000	159,000	65,900	111,250
Stock at Marseilles.....	1,600	4,300	8,640	1,169
Stock at Barcelona.....	28,000	36,000	37,900	11,949
Stock at Hamburg.....	3,100	10,000	4,200	2,300
Stock at Bremen.....	31,200	40,200	25,600	26,541
Stock at Amsterdam.....	8,400	19,800	13,600	24,422
Stock at Rotterdam.....	1,700	2,300	2,300	1,853
Stock at Antwerp.....	800	2,300	981	
Stock at other continental ports.	16,500	19,900	16,500	3,528

Total continental ports....	209,800	294,330	175,711	183,042
Total European stocks....	741,600	950,630	665,611	455,376
India cotton afloat for Europe.	176,000	113,000	91,000	116,463
Amer'n cotton afloat for Europe.	116,000	128,000	128,000	142,965
Egypt, Brazil, &c. afloat for Europe.	18,000	21,000	19,000	15,188
Stock in United States ports..	286,454	445,523	358,081	319,974
Stock in U. S. interior towns..	54,004	132,973	103,086	68,913
United States exports to-day..	21,200	20,600	27,000	36,000

Total visible supply.....1,413,258 1,811,726 1,391,778 1,154,879

Of the above, the totals of American and other descriptions are as follows:

American—				
Liverpool stock.....	163,000	490,000	267,000	69,000
Continental stocks.....	56,000	150,000	84,000	76,000
American afloat for Europe..	116,000	128,000	128,000	142,965
United States stocks.....	286,454	445,523	358,081	319,974
United States interior stocks..	54,004	132,973	103,086	68,913
United States exports to-day..	21,200	20,600	27,000	36,000

Total American.....696,658 1,367,096 967,167 712,852

East India, Brazil, &c.—

Liverpool stock.....	236,000	122,000	172,000	144,000
London stock.....	72,800	44,300	59,900	59,334
Continental stocks.....	153,800	144,330	91,711	107,042
India afloat for Europe.....	176,000	113,000	91,000	116,463
Egypt, Brazil, &c. afloat.....	18,000	21,000	19,000	15,188

Total East India, &c.....716,600 444,630 424,611 442,027

Total American.....696,658 1,367,096 967,167 712,852

Total visible supply.....1,413,258 1,811,726 1,391,778 1,154,879

Price Mid. Up., Liverpool 6thd. 6thd. 6thd. 6thd.

The imports into Continental ports this week have been 23,000 bales.

The above figures indicate a decrease in the cotton in sight to-night of 398,468 bales as compared with the same date of 1881, an increase of 21,480 bales as compared with the corresponding date of 1880 and an increase of 258,379 bales as compared with 1879.

AT THE INTERIOR TOWNS the movement—that is the receipts for the week and since Sept. 1, the shipments for the week, and the stocks to-night, and the same items for the corresponding period of 1881—is set out in detail in the following statement:

TOWNS.	This week.	Since Sept. 1, '82.	Shipments this week.	Stock Oct. 6.	This week.	Since Sept. 1, '81.	Shipments this week.	Stock Oct. 7.
Augusta, Ga.	11,273	26,736	9,261	6,296	7,718	29,960	4,638	10,054
Columb., Ga.	6,850	11,506	4,900	4,789	4,819	19,881	3,758	7,317
Macon, Ga.	4,307	11,679	3,208	4,394	4,973	13,641	3,758	4,234
Montgomery, Ala.	5,783	17,273	4,326	4,672	4,723	27,681	4,723	4,723
Mobile, Ala.	7,484	10,509	2,078	8,321	13,441	42,480	8,901	28,595
Meridian, Miss.	3,352	10,509	55	3,322	1,725	4,454	984	4,233
Northville, Tenn.	1,632	3,291	1,366	749	1,404	8,812	636	4,923
Dallas, Tex.	300	3,605	3,226	84	9,775	11,426	251	730
Jefferson, Tex.	3,913	10,669	3,422	2,620	3,144	11,799	3,992	7,307
Vicksburg, Miss.	1,801	3,035	1,316	1,719	2,436	4,973	1,757	3,982
Columb., Miss.	2,729	2,414	1,706	2,386	2,791	11,417	2,473	2,089
Griffin, Ga.	1,299	2,852	1,320	1,531	1,491	6,552	6,55	3,998
Atlanta, Ga.	7,045	11,992	6,433	4,393	6,483	21,384	7,286	8,960
Rome, Ga.	2,241	3,338	1,541	4,302	4,302	12,482	2,088	6,716
Chattanooga, Tenn.	3,793	6,825	3,093	1,200	4,778	37,608	9,718	6,800
St. Louis, Mo.	6,277	11,447	4,063	5,638	13,063	7,021	20,884	20,884
Indianapolis, Ind.	1,633	4,604	1,363	839	3,698	18,974	5,705	4,794
Total, all towns.	120,628	314,665	90,388	76,862	118,004	420,630	86,971	156,559
Total, new towns.	43,896	137,738	33,916	22,858	25,730	102,011	22,336	22,586

* This year's figures estimated.

The above totals show that the old interior stocks have increased during the week 20,260 bales, and are to-night 78,969 bales less than at the same period last year. The receipts at the same towns have been 15,674 bales less than the same week last year, and since September 1 the receipts at all the towns are 106,097 bales less than for the same time in 1881.

RECEIPTS FROM THE PLANTATIONS.—The following table is prepared for the purpose of indicating the actual movement each week from the plantations. Receipts at the outports are sometimes misleading, as they are made up more largely one year than another at the expense of the interior stocks. We reach

therefore, a safer conclusion through a comparative statement like the following. In reply to frequent inquiries we will add that these figures, of course, do not include overland receipts or Southern consumption; they are simply a statement of the weekly movement from the plantations of that part of the crop which finally reaches the market through the out-ports.

RECEIPTS FROM PLANTATIONS.

Week ending—	Receipts at the Ports.			St'k at Interior Towns.			Rec'pts from Plant'ns.		
	1880.	1881.	1882.	1880.	1881.	1882.	1880.	1881.	1882.
July 21.....	13,148	19,392	9,150	19,082	65,756	31,622	2,081	11,115	5,818
" 28.....	19,859	16,151	6,129	52,505	58,277	28,276	8,882	8,972	2,780
Aug. 4.....	8,982	17,518	4,815	44,324	52,441	24,446	801	11,089	966
" 11.....	8,091	13,062	4,811	38,800	48,373	21,093	3,167	5,864	1,438
" 18.....	8,300	20,538	6,820	33,968	45,371	16,535	5,364	17,636	1,798
" 25.....	21,123	35,075	12,351	33,471	40,492	14,827	20,926	30,109	10,144
Sept. 1.....	42,082	46,722	23,032	32,712	40,422	15,526	41,323	52,652	24,321
" 8.....	61,117	72,612	28,688	39,302	57,410	18,519	67,707	83,000	29,681
" 15.....	102,605	94,052	49,512	51,674	75,452	19,115	115,067	112,094	52,108
" 22.....	138,413	112,293	77,223	77,868	103,779	29,965	162,667	140,820	88,093
" 29.....	172,321	134,756	126,470	96,331	124,526	46,622	160,684	155,503	153,116
Oct. 6.....	190,094	174,810	179,883	123,509	155,550	76,882	229,272	205,849	210,123

The above statement shows—1. That the total receipts from the plantations since September 1, in 1882 were 537,217 bales; in 1881 were 714,721 bales; in 1880 were 780,429 bales.

2. That, although the receipts at the out-ports the past week were 179,883 bales, the actual movement from plantations was 210,123 bales, the balance going to increase the stocks at the interior towns. Last year the receipts from the plantations for the same week were 205,843 bales and for 1880 they were 229,272 bales.

AMOUNT OF COTTON IN SIGHT OCTOBER 6.—In the table below we give the receipts from plantations in another form, and add to them the net overland movement to October 1, and also the takings by Southern spinners to the same date, so as to give substantially the amount of cotton now in sight.

	1882.	1881.
Receipts at the ports to October 6.....bales.	476,840	604,587
Interior stocks in excess of Sept. 1 on Oct. 6..	60,377	110,134
Total receipts from plantations.....	537,217	714,721
Net overland to October 1.....	17,680	30,896
Southern consumption to October 1.....	28,000	20,000
Total in sight October 6.....	582,897	765,617

It will be seen by the above that the decrease in amount in sight to-night, as compared with last year, is 182,720 bales.

WEATHER REPORTS BY TELEGRAPH.—The weather the past week has continued very favorable for crop purposes almost everywhere at the South. Excellent progress is being made in picking and marketing, and consequently port receipts are increasing rapidly.

Galveston, Texas.—We have had showers on two days of the past week, the rainfall reaching one inch and twenty-nine hundredths. There is no change in the crop prospect, which continues first class. The thermometer has ranged from 72 to 83, averaging 78. The rainfall during the month of September reached four inches and thirteen hundredths.

Indianola, Texas.—The weather has been warm and dry during the past week. Everything is promising. Average thermometer 79, highest 87 and lowest 72. Rainfall for the month of September six inches and eleven hundredths.

Dallas, Texas.—It has been showery on one day of the past week, the rainfall reaching twenty-six hundredths of an inch. Picking is progressing finely, and the crop is good. The thermometer has averaged 75, the highest being 89 and the lowest 61. During the month of September the rainfall reached one inch and seventy-six hundredths.

Brenham, Texas.—It has rained hard on one day of the past week, the rainfall reaching one inch and fifty hundredths. Crop prospects are very promising. The thermometer has averaged 74, ranging from 54 to 93. The rainfall during the month of September reached three inches.

Palestine, Texas.—We have had a drizzle on one day of the past week, the rainfall reaching two hundredths of an inch. Cropsplendid. Average thermometer 74, highest 85 and lowest 62. During the month of September the rainfall reached one inch and ninety-three hundredths.

Huntsville, Texas.—It has rained on one day of the past week, the rainfall reaching thirteen hundredths of an inch. Crops could hardly be better. Good progress is being made in picking. The thermometer has ranged from 62 to 90, averaging 76. Rainfall for the month of September, eighty-two hundredths of an inch.

Weatherford, Texas.—The weather has been warm and dry during all of the past week. Prospects are fine. Picking is progressing finely. The thermometer has averaged 69, the highest being 80, and the lowest 58. Rainfall for the month of September one inch and sixty-two hundredths.

Belton, Texas.—It has been showery on one day of the past week, the rainfall reaching sixty-seven hundredths of an inch. Crops are excellent and good progress is being made in picking. The thermometer has averaged 75, ranging from 61 to 89. During the month of September the rainfall reached one inch and ninety-five hundredths.

Luling, Texas.—We have had warm and dry weather all of the past week. Picking is progressing finely. Competition

for labor is running up the rate of wages; as high as a dollar and fifteen cents per hundred, including board and lodging, is being paid in some sections for picking. Average thermometer 79, highest 90 and lowest 67. Rainfall for the month of September three inches and one hundredth.

New Orleans, Louisiana.—We have had rain on four days of the past week, the rainfall reaching one inch and sixty-seven hundredths. The thermometer has averaged 75.

Shreveport, Louisiana.—Telegram not received.

Vicksburg, Mississippi.—The weather has been splendid during the past week.

Columbus, Mississippi.—We have had no rain during the past week. Average thermometer 75, highest 88 and lowest 60. Rainfall for the month of September two inches and one hundredth.

Little Rock, Arkansas.—The weather during the past week has been fair to clear, except on Sunday when we had light rain. The rainfall reached twenty-one hundredths of an inch. The thermometer has ranged from 62 to 83, averaging 72. During the month of September we had rain on five days, and the rainfall reached three inches and three hundredths. The thermometer averaged 71, ranging from 50 to 89.

Memphis, Tennessee.—We have had rain on three days of the past week, the rainfall reaching fifty-six hundredths of an inch. The thermometer has averaged 72, the highest being 88 and the lowest 63. It rained on eleven days during September, and the rainfall reached two inches and eighteen hundredths.

Nashville, Tennessee.—It has rained on one day of the past week, the rainfall reaching sixty-six hundredths of an inch. The thermometer has ranged from 61 to 84, averaging 73.

Mobile, Alabama.—It was showery on two days during the early part of the past week, but the latter portion has been clear and pleasant. The rainfall reached twenty-five hundredths of an inch. The crop is developing encouragingly, and good progress is being made in picking. Average thermometer 73, highest 84 and lowest 64. During the month of September the rainfall reached four inches and five hundredths.

Montgomery, Alabama.—The weather has been warm and dry during all of the past week. Picking is progressing finely without interruption, and the continued fine weather tends to increase crop estimates. Planters are marketing their crop freely. The thermometer has ranged from 61 to 83, averaging 72. Rainfall for the month of September four inches and eighty-one hundredths.

Selma, Alabama.—It has rained on one day of the past week, and the remainder of the week has been pleasant. The rainfall reached thirty-nine hundredths of an inch. Picking is progressing finely. The thermometer has averaged 70, the highest being 79 and the lowest 60.

Madison, Florida.—Telegram not received.

Macon, Georgia.—We have had no rain the past week. The crop is developing encouragingly. Average thermometer 72, highest 87 and lowest 58. During the month of September the rainfall reached seven inches and twenty hundredths.

Columbus, Georgia.—We have had no rain during the past week. The thermometer has ranged from 70 to 88, averaging 87. Rainfall for the month of September four inches and fifty hundredths.

Savannah, Georgia.—It has rained very lightly on one day of the past week, the rainfall being too small to measure, and the remainder of the week has been pleasant. The thermometer has averaged 71, ranging from 61 to 79.

Augusta, Georgia.—The weather has been pleasant during the past week, with no rain. Picking is progressing finely and the staple is being marketed freely. The thermometer has averaged 71, the highest being 84 and the lowest 60. During the month of September the rainfall reached three inches and twenty-two hundredths.

Atlanta, Georgia.—Telegram not received.

Charleston, South Carolina.—We have had no rain during the past week. The thermometer has averaged 71, ranging from 63 to 80. Rainfall for the month of September five inches and eighty-five hundredths.

The following statement we have also received by telegraph, showing the height of the rivers at the points named at 3 o'clock October 5, 1882, and October 6, 1881.

	Oct. 5, '82.		Oct. 6, '81.	
	Feet.	Inch.	Feet.	Inch.
New Orleans	11	6	12	3
Memphis	6	11	8	11
Nashville	3	2	1	6
Shreveport	8	5	3	4
Vicksburg	Missing.		8	2

New Orleans reported below high-water mark of 1871 until Sept. 9, 1874, when the zero of gauge was changed to high-water mark of April 15 and 16, 1874, which is 6-10ths of a foot above 1871, or 16 feet above low-water mark at that point.

JUTE BUTTS, BAGGING, &c.—There has not been any change in the position of bagging, and the demand does not increase. Orders are coming in quite freely, but they are for small parcels, few inquiries for large lots being noted. Prices are nominal, and, though holders are still quoting 7½c for 1½ lbs., 8c for 1¾ lbs., 8¼c for 2 lbs. and 9¼c for standard grades, it is probable that a shade less would be accepted for a quantity. Butts are dull and there is an easier feeling. Some few lots are reported taken at quotations, and there is more disposition shown to accept somewhat less than closing figures, which are 27-16@2½c. for paper grades and 2½@2¾c. for bagging qualities.

—Mr. Geo. Stüber, formerly of the well-known house of Stüber, Hoyt & Co., has formed a limited partnership with Mr. Albert Krohn, a special partner, for the purpose of transacting a cotton brokerage and commission business at 54 Stone Street, this city, where their friends will in future find them.

COMPARATIVE PORT RECEIPTS AND DAILY CROP MOVEMENT.—A comparison of the port movement by weeks is not accurate as the weeks in different years do not end on the same day of the month. We have consequently added to our other standing tables a daily and monthly statement, that the reader may constantly have before him the data for seeing the exact relative movement for the years named. The movement each month since September 1, 1882, has been as follows.

☞ In January and February, 1882, large additions to our port receipts were made for omissions during previous weeks of a portion of the City Point, &c., movement. Consequently we have now revised our weekly and monthly tables of receipts from Sept. 1, 1881, to Feb. 1, 1882, and incorporated the omissions in the weeks to which they belong instead of inserting them in bulk in December and January.

Monthly Receipts.	Year Beginning September 1.					
	1882.	1881.	1880.	1879.	1878.	1877.
Sept./mb'r.	326,656	429,777	458,478	333,643	288,848	95,272
Percentage of tot. port receipts Sept. 30.	09.10	07.80	06.67	06.49	02.19	

This statement shows that up to Sept. 30 the receipts at the ports this year were 103,121 bales less than in 1881 and 131,822 bales less than at the same time in 1880. The receipts since September 1, 1882, and for the corresponding periods of the five previous years have been as follows:

	1882.	1881.	1880.	1879.	1878.	1877.
Sept. 1....	5,055	5,600	5,037	3,490	8.	408
" 2....	2,890	10,356	5,669	1,848	5,708	8.
" 3....	8.	10,182	10,512	1,391	4,051	1,246
" 4....	5,865	8.	6,474	2,264	4,799	616
" 5....	3,396	18,859	8.	4,927	4,224	1,008
" 6....	5,636	9,069	14,754	2,104	7,116	754
" 7....	4,493	7,637	9,315	8.	4,108	1,701
" 8....	6,405	8,181	8,616	5,454	8.	1,655
" 9....	6,405	18,792	11,096	5,124	13,115	8.
" 10....	8.	13,054	10,862	4,578	7,341	3,083
" 11....	11,202	8.	15,646	4,858	6,258	1,398
" 12....	5,645	16,595	8.	7,636	7,982	3,108
" 13....	7,474	17,797	20,842	7,069	8,537	1,664
" 14....	8,044	14,674	15,117	8.	10,714	2,524
" 15....	12,742	10,870	13,999	15,623	8.	2,459
" 16....	8,060	21,062	16,191	12,215	15,127	8.
" 17....	8.	16,361	20,900	12,995	10,425	5,063
" 18....	16,598	8.	18,470	14,071	10,032	4,109
" 19....	9,606	17,206	8.	14,955	11,123	3,555
" 20....	12,733	19,476	30,306	17,082	16,933	2,735
" 21....	13,039	15,551	20,049	8.	11,302	6,340
" 22....	17,137	13,996	17,749	26,420	8.	4,649
" 23....	16,201	29,700	19,484	23,729	17,905	8.
" 24....	8.	15,866	30,355	21,382	19,579	9,470
" 25....	27,438	8.	21,788	19,141	13,584	5,543
" 26....	21,616	22,465	8.	19,975	13,814	7,922
" 27....	19,763	26,603	37,550	22,976	23,679	6,254
" 28....	24,584	15,773	25,495	8.	18,016	10,156
" 29....	26,872	20,469	24,321	31,231	8.	8,450
" 30....	29,699	33,550	27,381	30,800	24,374	8.
Tot. Sp. 30	326,656	429,777	458,478	333,643	288,848	95,272
Oct. 1....	8.	19,012	35,186	20,795	23,595	13,941
" 2....	30,981	8.	31,901	21,495	23,283	9,741
" 3....	25,177	36,637	8.	35,016	17,537	12,179
" 4....	25,140	27,147	39,051	25,794	24,181	10,720
" 5....	32,469	25,535	33,555	8.	22,862	12,903
" 6....	36,417	23,398	25,374	37,355	8.	10,210
Total.....	476,840	561,506	623,545	474,078	400,310	164,066
Percentage of total port rec'ds Oct. 6..		11.89	10.61	09.48	09.00	03.79

This statement shows that the receipts since Sept. 1 up to to-night are now 84,666 bales less than they were to the same day of the month in 1881 and 146,705 bales less than they were to the same day of the month in 1880. We add to the table the percentages of total port receipts which had been received to October 6 in each of the years named.

INDIA COTTON MOVEMENT FROM ALL PORTS.—The figures which are now collected for us, and forwarded by cable each Friday, of the shipments from Calcutta, Madras, Tuticorin, Carwar, &c., enable us, in connection with our previously-received report from Bombay, to furnish our readers with a full and complete India movement for each week. We first give the Bombay statement for the week and year, bringing the figures down to Oct. 5.

BOMBAY RECEIPTS AND SHIPMENTS FOR FOUR YEARS.

Year	Shipments this week.			Shipments since Jan. 1.			Receipts.	
	Great Brit'n.	Continent.	Total.	Great Britain.	Continent.	Total.	This Week.	Since Jan. 1.
1882	4,000	2,000	6,000	750,000	605,000	1,355,000	3,000	1,627,000
1881	7,000		7,000	311,000	542,000	853,000	8,000	1,171,000
1880		3,000	3,000	357,000	491,000	848,000	3,000	1,085,000
1879				249,000	347,000	596,000	7,000	806,000

According to the foregoing, Bombay appears to show a decrease compared with last year in the week's receipts of 5,000

bales, and a decrease in shipments of 1,000 bales, and the shipments since January 1 show an increase of 502,000 bales. The movement at Calcutta, Madras, Tuticorin, Carwar, &c., for the same week and years has been as follows.

CALCUTTA, MADRAS, TUTICORIN, CARWAR, RANGOON AND KURACHHE.

Year.	Shipments this week.			Shipments since January 1.		
	Great Britain.	Continent.	Total.	Great Britain.	Continent.	Total.
1882.....	.....	.....	.....	303,000	156,000	459,000
1881.....	.....	2,000	2,000	188,000	73,000	261,000
1880.....	1,000	1,000	2,000	204,000	81,000	285,000
1879.....	2,000	1,000	3,000	202,000	107,000	309,000

The above totals for this week show that the movement from the ports other than Bombay is 2,000 bales less than same week last year. For the whole of India, therefore, the total shipments this week and since Jan. 1, 1882, and for the corresponding weeks and periods of the two previous years, are as follows.

EXPORTS TO EUROPE FROM ALL INDIA.

Shipments to all Europe from—	1882.		1881.		1880.	
	This week.	Since Jan. 1.	This week.	Since Jan. 1.	This week.	Since Jan. 1.
Bombay.....	6,000	1,355,000	7,000	853,000	3,000	848,000
All other ports.....	.....	459,000	2,000	261,000	2,000	282,000
Total.....	6,000	1,814,000	9,000	1,114,000	5,000	1,130,000

This last statement affords a very interesting comparison of the total movement for the week ending Oct. 5 and for the three years up to date, at all India ports.

ALEXANDRIA RECEIPTS AND SHIPMENTS.—Through arrangements we have made with Messrs. Davies, Benachi & Co., of Liverpool and Alexandria, we now receive a weekly cable of the movements of cotton at Alexandria, Egypt. The following are the receipts and shipments for the past week and for the corresponding week of the previous two years.

Alexandria, Egypt, October 5.		1882.		1881.		1880.	
Receipts (cantars)—		This week.		This week.		This week.	
Since Sept. 1		1,200		72,550		2,000	
		This week.		This week.		This week.	
		Since Sept. 1.		Since Sept. 1.		Since Sept. 1.	
Exports (bales)—		This week.		This week.		This week.	
To Liverpool.....		4,700		4,000		750	
To Continent.....		214		1,188		127	
Total Europe.....		4,914		5,188		877	

* A cantar is 98 lbs.

This statement shows that the receipts for the week ending Oct. 5 were — cantars and the shipments to all Europe were — bales.

MANCHESTER MARKET.—Our report received from Manchester to-night states that the market is active at lower prices. We give the prices of to-day below, and leave previous weeks' prices for comparison:

	1882.					1881.				
	32s Cop.	34s lbs.	36s lbs.	38s lbs.	40s lbs.	32s Cop.	34s lbs.	36s lbs.	38s lbs.	40s lbs.
Aug. 4	9 1/2	10 1/2	6 1/2	8 1/2	0	7 1/2	8 1/2	6 1/2	8 1/2	0
" 11	9 1/2	10 1/2	6 1/2	8 1/2	0	7 1/2	8 1/2	6 1/2	8 1/2	0
" 18	9 1/2	10 1/2	6 1/2	8 1/2	0	7 1/2	8 1/2	6 1/2	8 1/2	0
" 25	9 1/2	10 1/2	6 1/2	8 1/2	0	7 1/2	8 1/2	6 1/2	8 1/2	0
Sept. 1	9 1/2	10 1/2	6 1/2	8 1/2	0	7 1/2	8 1/2	6 1/2	8 1/2	0
" 8	9 1/2	10 1/2	6 1/2	8 1/2	0	7 1/2	8 1/2	6 1/2	8 1/2	0
" 15	9 1/2	10 1/2	6 1/2	8 1/2	0	7 1/2	8 1/2	6 1/2	8 1/2	0
" 22	9 1/2	10 1/2	6 1/2	8 1/2	0	7 1/2	8 1/2	6 1/2	8 1/2	0
" 29	9 1/2	10 1/2	6 1/2	8 1/2	0	7 1/2	8 1/2	6 1/2	8 1/2	0
Oct. 6	9 1/2	10 1/2	6 1/2	8 1/2	0	7 1/2	8 1/2	6 1/2	8 1/2	0

THE EXPORTS OF COTTON FROM NEW YORK this week show an increase, as compared with last week, the total reaching 22,445 bales, against 15,593 bales last week. Below we give our usual table showing the exports of cotton from New York and their direction, for each of the last four weeks; also the total exports and direction since September 1, 1882, and in the last column the total for the same period of the previous year:

EXPORTS OF COTTON (BALES) FROM NEW YORK SINCE SEPT. 1. 1882.

Exported to—	Week ending—				Total since Sept. 1.	Same period previous year.
	Sept. 13.	Sept. 20.	Sept. 27.	Oct. 4.		
Liverpool.....	16,808	8,720	11,638	16,710	67,037	47,012
Other British ports.....	.....	304	.....	.....	300	450
TOTAL TO GREAT BRITAIN	16,808	9,020	11,638	16,710	67,337	47,462
Havre.....	1,789	1,122	1,047	1,338	6,341	5,796
Other French ports.....	.....	.....	.....	.....	.....	.....
TOTAL FRENCH.....	1,789	1,122	1,047	1,338	6,341	5,796
Bremen and Hanover.....	79	1,030	325	1,804	3,315	3,366
Hamburg.....	408	1,783	100	1,150	4,734	5,707
Other ports.....	590	50	2,393	550	4,523	556
TOTAL TO NORTH EUROPE	1,077	2,863	2,818	3,504	12,576	9,629
Spain, Oporto, Gibraltar, &c.....	.....	601	.....	893	1,494	.....
All other.....	.....	.....	.....	.....	.....	.....
TOTAL SPAIN, &c.....	.....	601	.....	893	1,494	.....
GRAND TOTAL.....	19,674	13,606	15,503	22,445	87,748	62,887

THE FOLLOWING ARE THE RECEIPTS OF COTTON at New York, Boston, Philadelphia and Baltimore for the past week, and since September 1, 1882:

Receipts from—	New York.		Boston.		Philadelphia.		Baltimore.	
	This week.	Since Sept. 1.	This week.	Since Sept. 1.	This week.	Since Sept. 1.	This week.	Since Sept. 1.
N. Orleans	4,639	16,323	.....	.....	.....	.....	.....	.....
Texas	9,842	34,431	.....	.....	.....	.....	.....	.....
Savannah	9,587	27,765	1,650	4,989	591	1,877	3,264	9,681
Mobile	.....	.....	.....	.....	.....	.....	.....	.....
Florida	16	16	.....	.....	.....	.....	.....	.....
S. Carolina	5,670	20,114	.....	.....	429	1,114	1,075	2,205
N. Carolina	3,018	3,890	.....	.....	.....	.....	29	274
Virginia	1,930	5,609	.....	.....	1,804	4,051	2,527	3,640
North Carolina	.....	1,953	.....	.....	.....	.....	.....	.....
Tenn., &c.	470	1,396	1,618	2,735	92	1,218	169	627
Foreign	39	747	.....	.....	.....	.....	.....	.....
This year.	35,241	110,431	7,143	16,150	2,916	8,260	7,064	16,467
Last year.	32,419	113,291	5,399	11,234	273	4,115	5,169	15,954

SHIPPING NEWS.—The exports of cotton from the United States the past week, as per latest mail returns, have reached 51,999 bales. So far as the Southern ports are concerned, these are the same exports reported by telegraph, and published in the CHRONICLE last Friday. With regard to New York, we include the manifests of all vessels cleared up to Wednesday night of this week:

NEW YORK.—To Liverpool, per steamers		Bavarian, 3,119		City of Berlin, 2,701		City of Richmond, 2,212		Copernicus, 1,511		England, 2,009		Pavonia, 2,669		Servia, 1,189		St. Laurent, 1,279		St. Louis, 1,304		Main, 813		Herdar, 650		Belgenland, 550		Picardie, 893		Architect, 2,390		Chapman, 2,012		Rouen, 4,877		Jennie Otto, 3,988		Lindhope, 5,829		Vera Cruz, per brig Emily Watters, 1,040		Bernard, 2,349		Ohio, 1,891		Aleppo, 107		Istrian, 781		Kansas, 1,809		Lord Clive, 1,500		Ohio, 566		Total	
Total bales.		16,710		1,338		1,304		1,150		550		893		1,040		10,857		4,655		2,897		2,066		51,999		36,444		8,227		3,695		1,150		550		893		1,040		51,999															

The particulars of these shipments, arranged in our usual form, are as follows:

	Liverpool.	Havre.	Bre-men.	Han-burg.	Ant-werp.	Barce-lona.	Vera Cruz.	Total
New York..	16,710	1,338	1,304	1,150	550	893	.....	22,445
N. Orleans..	2,390	6,389	.....	.....	.....	.....	.....	9,279
Texas.....	9,517	.....	.....	.....	.....	.....	1,040	10,857
Baltimore..	2,764	.....	1,891	.....	.....	.....	.....	4,655
Boston.....	2,897	.....	.....	.....	.....	.....	.....	2,897
Philadelp'a	2,066	.....	.....	.....	.....	.....	.....	2,066
Total...	36,444	8,227	3,695	1,150	550	893	1,040	51,999

Below we give all news received to date of disasters to vessels carrying cotton from United States ports, &c.:

MOUNT LEBANON, steamer, from Baltimore for Havre. The captain of the steamer Gellert, of the Hamburg-American Packet Company, reports that on October 1, at 10 A. M., in lat. 44. lon. 58.36, about 3 miles southeast of Sable Island, fell in with steamer Mount Lebanon (Br.), commanded by Captain Whitton, bound from Baltimore for Havre. She was in a disabled condition, having lost propeller. She signalled to be towed into Halifax. We took her in tow, but during the afternoon a fresh gale from the southeast, with thick weather, sprung up, and we shaped our course for New York. On October 2, at 2 A. M., the towline parted. The weather moderating, we have to, and at half-past 5 A. M. we got a five-inch steel wire hawser fast and proceeded again on our course. At 8 A. M. the hawser part again, and a heavy N. E. gale with thick weather springing up, we were unable to take her in tow. We then signalled if they would leave their ship, but received the answer, No. At 9 A. M., when in lat. 43.04, lon. 60.53, we proceeded on our voyage, leaving the Mount Lebanon to, after having towed her a distance of about 110 miles. The cargo of the Mount Lebanon consisted of 300 bales of cotton, and wheat, flour, tobacco, &c.

ROBERT E. LEE, Mississippi River Steamboat. The steamboat Robert E. Lee, bound from Vicksburg, Miss., to New Orleans, was burned on the morning of Sept. 30, 30 miles below Vicksburg, and is a total loss; cargo of 512 bales cotton lost. The loss of life was about 25.

Cotton freights the past week have been as follows:

	Satur.	Mon.	Tues.	Wednes.	Thurs.	Fri.
Liverpool, steam d.	3 1/2 @ 3 1/4	3 1/2 @ 3 1/4	3 3/2 @ 3 3/2	3 3/2 @ 3 3/2	3 3/2 @ 3 3/2	3 3/2 @ 3 3/2
Do sail...d.	.....	.....	.....	.....	.....	.....
Havre, steam...c.	9 1/2*	9 1/2*	9 1/2*	9 1/2*	9 1/2*	9 1/2*
Do sail...c.	.....	.....	.....	.....	.....	.....
Bremen, steam...c.	1 1/2*	1 1/2*	1 1/2*	1 1/2*	1 1/2*	1 1/2*
Do sail...c.	.....	.....	.....	.....	.....	.....
Hamburg, steam d.	1 1/2*	1 1/2*	1 1/2*	1 1/2*	1 1/2*	1 1/2*
Do sail...d.	.....	.....	.....	.....	.....	.....
Amst'dm, steam c.	1 1/2*	1 1/2*	1 1/2*	1 1/2*	1 1/2*	1 1/2*
Do sail...d.	.....	.....	.....	.....	.....	.....
Baltic, steam...d.	11 3/2*	11 3/2*	11 3/2 @ 3 3/2	11 3/2 @ 3 3/2	11 3/2 @ 3 3/2	11 3/2 @ 3 3/2
Do sail...c.	.....	.....	.....	.....	.....	.....
Barcelona, steam c.	3 1/2*	3 1/2*	3 1/2*	3 1/2*	3 1/2*	3 1/2*
Do sail...c.	.....	.....	.....	.....	.....	.....

* Compressed.

LIVERPOOL.—By cable from Liverpool, we have the following statement of the week's sales, stocks, &c., at that port:

	Sept. 15.	Sept. 22.	Sept. 29.	Oct. 6.
Sales of the week.....bales.	53,000	40,500	40,000	50,000
Of which exporters took....	3,000	4,800	4,400	4,000
Of which speculators took....	2,300	450	750	500
Sales American.....	37,500	26,500	26,500	37,500
Actual export.....	10,500	9,900	6,100	7,800
Forwarded.....	4,900	4,600	3,800	5,100
Total stock—Estimated.....	562,000	539,000	518,000	459,000
Total stock—Actual.....	.....	.....	481,000	.....
Of which American—Estimated.....	237,000	220,000	219,000	163,000
Of which American—Actual.....	.....	.....	194,000	.....
Total in port of the week.....	220,500	23,000	23,000	30,500
Of which American.....	11,000	21,500	20,500	14,500
Amount afloat.....	171,000	157,000	172,000	85,000
Of which American.....	43,000	35,000	44,000	76,000

The tone of the Liverpool market for spots and futures each day of the week ending Oct. 6, and the daily closing prices of spot cotton, have been as follows:

Spot.	Saturday	Monday.	Tuesday.	Wednesday.	Thursday.	Friday.
Market, 12:30 P.M.	Flat and irregular.	Easter.	Flat and irregular.	Fair bus. at previous prices.	More doing.	Firmer.
Mid. Upl'ds.	61 ¹⁵ / ₁₆	61 ¹⁵ / ₁₆	6 ³ / ₄	6 ³ / ₄	6 ³ / ₄	6 ³ / ₄
Mid. Orl'ns	7 ¹⁵ / ₁₆	7 ¹⁵ / ₁₆	6 ³ / ₄	6 ³ / ₄	6 ³ / ₄	6 ³ / ₄
Specs. & cap.	5,000	10,000	7,000	10,000	12,000	12,000
Sales.....	500	1,000	1,000	1,000	1,000	1,000
Futures.						
Market, 12:30 P.M.	Quiet.	Steady.	Flat.	Barely steady.	Firm.	Firm.
Market, 5 P.M.	Steady.	Barely steady.	Weak.	Weak.	Irregular.	Firm.

The actual sales of futures at Liverpool for the same week are given below. These sales are on the basis of Uplands, Low Middling clause, unless otherwise stated.

Delivery.	d.	Delivery.	d.	Delivery.	d.
Sept.....	640 ³ / ₄	Dec-Jan.....	620 ³ / ₄	Sept-July.....	620 ³ / ₄
Sept-Oct.....	630 ³ / ₄	Jan-Feb.....	620 ³ / ₄	Sept-Oct.....	620 ³ / ₄
Oct-Nov.....	620 ³ / ₄	Feb-Mar.....	620 ³ / ₄	Oct-Nov.....	620 ³ / ₄
Nov-Dec.....	620 ³ / ₄	Mar-Apr.....	620 ³ / ₄	Nov-Dec.....	620 ³ / ₄
		Apr-May.....	620 ³ / ₄	May-June.....	620 ³ / ₄
		May-June.....	620 ³ / ₄	June-July.....	620 ³ / ₄
MONDAY.					
Oct.....	630 ³ / ₄	Apr-May.....	620 ³ / ₄	Dec-Jan.....	620 ³ / ₄
Nov-Dec.....	620 ³ / ₄	May-June.....	620 ³ / ₄	Mar-Apr.....	620 ³ / ₄
Dec-Jan.....	620 ³ / ₄	June-July.....	620 ³ / ₄	May-June.....	620 ³ / ₄
Jan-Feb.....	620 ³ / ₄	Oct.....	7 ³ / ₄	Dec-Jan.....	620 ³ / ₄
Feb-Mar.....	620 ³ / ₄	Nov-Dec.....	620 ³ / ₄	Oct.....	620 ³ / ₄
Mar-Apr.....	620 ³ / ₄	Oct.....	620 ³ / ₄	June-July.....	620 ³ / ₄
		Oct-Nov.....	620 ³ / ₄		
TUESDAY.					
Oct.....	630 ³ / ₄	Oct-Nov.....	610 ³ / ₄	June-July.....	620 ³ / ₄
Nov-Dec.....	620 ³ / ₄	Nov-Dec.....	610 ³ / ₄	Apr-May.....	620 ³ / ₄
Dec-Jan.....	620 ³ / ₄	Dec-Jan.....	610 ³ / ₄	May-June.....	620 ³ / ₄
Jan-Feb.....	620 ³ / ₄	Jan-Feb.....	610 ³ / ₄	June-July.....	620 ³ / ₄
Feb-Mar.....	620 ³ / ₄	Mar-Apr.....	610 ³ / ₄	Oct-Nov.....	610 ³ / ₄
Mar-Apr.....	620 ³ / ₄	May-June.....	620 ³ / ₄	Nov-Dec.....	610 ³ / ₄
		June-July.....	620 ³ / ₄	Jan-Feb.....	610 ³ / ₄
		Oct.....	620 ³ / ₄	Feb-Mar.....	610 ³ / ₄
		Mar-Apr.....	610 ³ / ₄	Mar-Apr.....	610 ³ / ₄
				May-June.....	620 ³ / ₄
WEDNESDAY.					
Oct.....	620 ³ / ₄	Oct-Nov.....	620 ³ / ₄	Apr-May.....	620 ³ / ₄
Nov-Dec.....	620 ³ / ₄	Nov-Dec.....	610 ³ / ₄	May-June.....	620 ³ / ₄
Dec-Jan.....	620 ³ / ₄	Dec-Jan.....	610 ³ / ₄	June-July.....	620 ³ / ₄
Jan-Feb.....	620 ³ / ₄	Jan-Feb.....	610 ³ / ₄	Oct-Nov.....	610 ³ / ₄
Feb-Mar.....	620 ³ / ₄	Mar-Apr.....	610 ³ / ₄	Nov-Dec.....	610 ³ / ₄
Mar-Apr.....	620 ³ / ₄	May-June.....	620 ³ / ₄	Jan-Feb.....	610 ³ / ₄
		June-July.....	620 ³ / ₄	Feb-Mar.....	610 ³ / ₄
		Oct.....	620 ³ / ₄	Mar-Apr.....	610 ³ / ₄
		Mar-Apr.....	610 ³ / ₄	May-June.....	620 ³ / ₄
				June-July.....	620 ³ / ₄
THURSDAY.					
Oct.....	620 ³ / ₄	Jan-Feb.....	610 ³ / ₄	July-Aug.....	620 ³ / ₄
Nov-Dec.....	620 ³ / ₄	Feb-Mar.....	610 ³ / ₄	Nov-Dec.....	620 ³ / ₄
Dec-Jan.....	620 ³ / ₄	Mar-Apr.....	610 ³ / ₄	Jan-Feb.....	620 ³ / ₄
Jan-Feb.....	620 ³ / ₄	Apr-May.....	620 ³ / ₄	Apr-May.....	620 ³ / ₄
Feb-Mar.....	620 ³ / ₄	May-June.....	620 ³ / ₄	May-June.....	620 ³ / ₄
Mar-Apr.....	620 ³ / ₄	June-July.....	620 ³ / ₄	June-July.....	620 ³ / ₄
		Oct.....	620 ³ / ₄	July-Aug.....	620 ³ / ₄
		Nov-Dec.....	620 ³ / ₄	Aug-Sept.....	620 ³ / ₄
		Dec-Jan.....	620 ³ / ₄	Sept-Oct.....	620 ³ / ₄
		Jan-Feb.....	620 ³ / ₄	Oct-Nov.....	620 ³ / ₄
		Feb-Mar.....	620 ³ / ₄	Nov-Dec.....	620 ³ / ₄
		Mar-Apr.....	620 ³ / ₄	Dec-Jan.....	620 ³ / ₄
				Jan-Feb.....	620 ³ / ₄
				Feb-Mar.....	620 ³ / ₄
				Mar-Apr.....	620 ³ / ₄
				May-June.....	620 ³ / ₄
				June-July.....	620 ³ / ₄
FRIDAY.					
Oct.....	630 ³ / ₄	Apr-May.....	620 ³ / ₄	Oct-Nov.....	620 ³ / ₄
Nov-Dec.....	620 ³ / ₄	May-June.....	620 ³ / ₄	Nov-Dec.....	620 ³ / ₄
Dec-Jan.....	620 ³ / ₄	Oct-Nov.....	620 ³ / ₄	Dec-Jan.....	620 ³ / ₄
Jan-Feb.....	620 ³ / ₄	Nov-Dec.....	620 ³ / ₄	Jan-Feb.....	620 ³ / ₄
Feb-Mar.....	620 ³ / ₄	Dec-Jan.....	620 ³ / ₄	Feb-Mar.....	620 ³ / ₄
Mar-Apr.....	620 ³ / ₄	Jan-Feb.....	620 ³ / ₄	Mar-Apr.....	620 ³ / ₄
		Feb-Mar.....	620 ³ / ₄	May-June.....	620 ³ / ₄
		Mar-Apr.....	620 ³ / ₄	June-July.....	620 ³ / ₄

BREADSTUFFS.

FRIDAY, P. M., October 6, 1882.

Flour has been selling more freely of late at firmer prices, in response to an advance in wheat. The new spring wheat brands are the least firmly held as their condition and quality are not of the best as yet. The recent low prices of winter grades led to a better export trade. Choice spring patents have been scarce and very firm, being wanted for the home trade. Winter pat-

ents have been plentiful and have not sold so readily as some other grades. To-day there was a good jobbing trade in most kinds of flour, and the market in general was quite firm.

Wheat has been only fairly active for export, some advance in prices as well as a depressed market for foreign exchange tending to reduce the foreign movement. The speculation has been pretty brisk at advancing prices, the rise being from 3c. to 4c. per bushel. This has been brought about by an advance in Chicago, where the receipts have suddenly fallen off quite materially, and where efforts are said to be making to corner not only October but November as well. These manoeuvres as well as the reduced receipts have led to considerable covering not only in Chicago, but in this market; though there has been somewhat less inclination here of late to follow blindly whatever course that market may take. To-day there was a fair business here at irregular prices, the market opening $\frac{1}{4}$ to $\frac{1}{2}$ c. higher, but the advance being lost later on; No. 2 red sold at \$1 08 $\frac{1}{2}$ to \$1 09 $\frac{1}{2}$ for October, \$1 09 $\frac{1}{2}$ to \$1 10 $\frac{1}{2}$ for November, \$1 11 $\frac{1}{2}$ to \$1 12 $\frac{1}{2}$ for December, \$1 12 $\frac{1}{2}$ to \$1 13 $\frac{1}{2}$ for January and \$1 13 $\frac{1}{2}$ to \$1 14 $\frac{1}{2}$ for February. The supply of wheat in New York has shown an important reduction of late. The market closes weak to-night, the last sales being at \$1 08 $\frac{1}{4}$ for October, \$1 09 $\frac{1}{4}$ for November, \$1 10 $\frac{1}{4}$ for December, \$1 08 $\frac{1}{4}$ for the year, \$1 12 for January and \$1 13 $\frac{1}{4}$ for February.

Indian corn has advanced 3c. to 4c. in response to an advance in Chicago, where, in fulfillment of the predictions of last week, the receipts have been small. There has been little trade here in cash corn, owing to scarcity, but there has been a large speculation. The shorts have covered freely both here and at Chicago. By many the present slowness in marketing the crop is considered as temporary; it is believed that the receipts at all the great western marts will shortly show a material increase, but in the meantime speculators manipulate the market at will. The crop prospects are still pronounced very favorable. To-day the market was fairly active at an advance of $\frac{1}{2}$ to $\frac{3}{4}$ c. No. 2 mixed sold at 73 to 73 $\frac{1}{2}$ c. on the spot, No. 3 do. at 71 to 71 $\frac{1}{2}$ c. and No. 2 white at 73 $\frac{1}{2}$ c. The closing prices for future delivery were 72 $\frac{1}{2}$ c. for October, 71 c. for November, 66 $\frac{1}{2}$ c. for December and the year, 61 $\frac{1}{2}$ c. for January and 59 c. for May, closing weak.

Rye was firm early in the week but has declined latterly, trade being quite slow. Malt has been quiet and unchanged. Barley has been in fair demand and strong. Oats have advanced slightly, but there has latterly been less activity. To-day there was a moderate trade at an advance of $\frac{1}{2}$ to 1 c. No. 2 mixed sold at 41 to 41 $\frac{1}{2}$ c. for November and 42 to 42 $\frac{1}{2}$ c. for Dec.

The following are closing quotations:

FLOUR.			
No. 2 spring.....	3 25	City shipping extras.....	\$5 30
No. 2 winter.....	3 00	Southern bakers and.....	5 55
Superfine.....	3 05	family brands.....	5 25
Spring wheat extras.....	4 50	South's ship'g extras.....	4 75
do bakers.....	6 00	Rye flour, superfine.....	3 50
Wis. & Minn. rye mix.....	5 50	Corn meal.....	4 10
Minn. clear and strat.....	5 50	Western, do.....	4 20
Winter ship'g extras.....	3 95	Brandywine, do.....	4 30
Patents.....	5 50	Back'w flour, 100 lbs.....	4 00
GRAIN.			
Wheat—		Oats—	
Spring, per bush.....	75 @ 21 20	Mixed.....	39 @ 40 $\frac{1}{2}$
Spring No. 2.....	1 06 @ 21 20	White.....	40 @ 53
Red winter.....	91 @ 11 11	No. 2 mixed.....	40 @ 40 $\frac{1}{2}$
Red winter, No. 2.....	1 08 $\frac{1}{2}$ @ 10 9 $\frac{1}{2}$	No. 2 white.....	46 @ 46 $\frac{1}{2}$
White.....	85 @ 11 13	Barley—	
Corn—West. mixed.....	68 @ 72 $\frac{1}{2}$	Canada No. 1.....	1 02 @ 1 03
West. mix. No. 2.....	73 @ 73 $\frac{1}{2}$	Canada bright.....	1 05 @ 1 08
Western white.....	72 @ 73 $\frac{1}{2}$	State, 4-rowed.....	98 @ 1 09
Southern yellow.....	78 @ 80	State, 2-rowed.....	85 @ 90
Western yellow.....	75 @ 75	Barley Malt—	
Rye—Car lots.....	73 @ 75	Canada.....	1 20 @ 1 30
Boat loads.....	76 @ 78	State, 2-rowed.....	1 05 @ 1 10
		State, 4-rowed.....	1 15 @ 1 20

(From the "New York Produce Exchange Weekly.")

Receipts of flour and grain at Western lake and river ports for the week ending Sept. 30, 1882:

	Flour, bbls.	Wheat, bush.	Corn, bush.	Oats, bush.	Barley, bush.	Rye, bush.
At—	(196 lbs.)	(60 lbs.)	(56 lbs.)	(32 lbs.)	(48 lbs.)	(56 lbs.)
Chicago.....	45,704	1,564,023	1,243,228	477,531	202,693	62,916
Milwaukee.....	71,803	122,978	8,550	52,900	263,360	10,100
Toledo.....	1,295	553,813	101,383	43,220	1,140	6,748
Detroit.....	3,369	263,619	2,500	59,281	9,519	.....
Cleveland.....	1,085	26,384	500	6,300	500	.....
St. Louis.....	71,833	531,214	52,833	135,927	31,433	11,665
Peoria.....	895	7,000	94,300	145,150	15,400	21,650
Duluth.....	.....	.....	.....	.....	.....	.....
Total.....	196,049	3,069,061	1,503,496	923,309	524,220	113,079
Same time '81.....	153,953	1,013,740	3,435,192	768,334	338,310	359,256
Total receipts at same ports from Dec. 26, 1881, to Sept. 30, 1882, inclusive, for four years:						
Flour.....	bbls.	1881-82.	1880-81.	1879-80.	1878-79.	
		5,638,543	6,624,265	4,594,551	4,909,398	
Wheat.....	bush.	50,159,615	41,065,477	55,976,978	70,752,267	
Corn.....	bush.	61,805,150	107,878,158	122,294,427	76,243,364	
Oats.....	bush.	34,498,044	33,990,819	27,928,474	24,550,662	
Barley.....	bush.	6,143,156	5,904,927	4,924,308	5,329,415	
Rye.....	bush.	2,697,028	2,367,983	2,645,442	3,573,983	
Total grain.....		154,703,023	194,207,361	213,669,629	180,149,691	

Comparative receipts (crop movement) at same ports from July 31, 1882, to Sept. 30, 1882, as compared with the previous three years:

	1882.	1881.	1880.	1879.
Flour.....bbls.	1,368,952	1,506,114	1,224,889	1,164,459
Wheat.....bush.	24,814,991	14,642,054	23,026,253	30,754,392
Corn.....bush.	22,901,236	36,975,044	31,512,179	20,404,147
Oats.....bush.	12,448,074	7,537,205	9,901,062	7,188,595
Barley.....bush.	1,324,648	1,913,639	2,315,572	2,888,678
Rye.....bush.	883,329	1,368,596	1,253,088	1,662,442
Total grain....	52,085,201	62,436,538	68,012,154	62,898,254

Comparative shipments of flour and grain from the same ports from Dec. 31, 1881, to Sept. 30, 1882, inclusive, for four years:

	1881-82.	1880-81.	1879-80.	1878-79.
Flour.....bbls.	5,633,620	6,587,663	3,537,291	5,330,621
Wheat.....bush.	40,133,229	40,879,254	53,084,331	60,321,231
Corn.....bush.	22,901,236	38,639,506	103,612,458	63,276,845
Oats.....bush.	27,666,746	27,903,822	22,415,075	17,499,592
Barley.....bush.	2,601,373	2,807,886	2,426,156	3,156,230
Rye.....bush.	2,134,917	1,576,237	2,127,380	3,366,561

Total grain 125,457,501 161,806,705 183,665,400 182,620,459

Rail shipments from Western lake and river ports for the weeks ended:

	1882. Week Sept. 30.	1881. Week Oct. 1.	1880. Week Oct. 2.	1879. Week Oct. 4.
Flour.....bbls.	152,653	125,703	115,098	129,515
Wheat.....bush.	403,369	290,517	339,181	384,990
Corn.....bush.	153,185	1,100,578	404,344	296,280
Oats.....bush.	171,178	643,768	999,387	417,146
Barley.....bush.	155,291	162,212	173,998	315,106
Rye.....bush.	65,471	49,917	109,185	72,479

Total..... 1,348,491 2,241,982 2,026,090 1,485,981

Rail and lake shipments from same ports for last four weeks:

	Week ending—	Flour, bbls.	Wheat, bush.	Corn, bush.	Oats, bush.	Barley, bush.	Rye, bush.	Pea- bush.
Sept. 30.....	221,015	1,870,814	754,400	771,350	155,291	82,697		
Sept. 23.....	194,631	2,528,614	805,113	1,065,859	138,717	125,593		
Sept. 16.....	193,939	2,350,991	1,262,447	1,137,682	90,633	153,087		
Sept. 9.....	178,406	2,120,899	1,290,159	1,726,916	50,063	88,373		

Tot. 4 wks 757,991 8,871,313 4,112,419 4,721,807 434,704 449,750

4 wks 81,580,054 4,238,735 10,999,722 3,113,153 602,298 251,579

Exports from United States seaboard ports for week ending Sept. 30, 1882:

From—	Flour, bbls.	Wheat, bush.	Corn, bush.	Oats, bush.	Rye, bush.	Pea- bush.
New York.....	89,920	1,375,070	136,739	3,721	26,947	1,904
Boston.....	19,881	119,810	4,051	40		
Portland.....	15,612	392,811	29,925	110		336
Philadelphia.....	16,780	233,800	200			
Baltimore.....	4,800	770,481	200			
New Orleans.....	2,879	318,474	50	13		

Total for w'k 149,872 3,192,446 171,163 3,884 26,947 2,240

Same time '81. 117,265 1,741,628 1,111,694 112,273 3,285 84,268

The visible supply of grain, comprising the stocks in granary at the principal points of accumulation at lake and seaboard ports, and in transit by rail and water, Sept. 30, 1882, was as follows:

In store at—	Wheat, bush.	Corn, bush.	Oats, bush.	Barley, bush.	Rye, bush.
New York.....	976,665	735,919	2,553,188	805	120,576
Do. afloat (est.).....	468,000	104,000		6,000	25,000
Albany.....	1,000	60,500	99,875	35,500	31,500
Buffalo.....	477,014	191,776	121,226	7,295	9,372
Chicago.....	2,488,572	2,688,226	505,715	104,675	185,929
Milwaukee.....	170,187	3,436	5,302	37,987	19,215
Duluth.....	132,000				
Toledo.....	674,264	114,537	82,646		22,414
Detroit.....	204,259	4,786	26,045		906
Oswego.....	62,500	157,500		63,000	
St. Louis.....	474,430	186,348	73,795	23,468	26,097
Boston.....	70,838	23,047	186,325	270	728
Toronto.....	24,803		200	46,943	5,203
Montreal.....	73,900	2,235	3,487	493	
Philadelphia.....	475,085	270,317	351,087		
Peoria.....	4,954	18,263	2,934	2,616	79,790
Indianapolis.....	206,500	113,800	93,350		14,400
Kansas City.....	216,424	28,191	12,194		8,103
Baltimore.....	680,092	43,666			
Down Mississippi.....	81,483	3,264	6,815		
On rail.....	749,831	297,878	571,178	155,291	65,471
On lake.....	2,903,897	855,715	444,215		36,358
On canal.....	2,133,000	647,000	113,000	80,500	75,000
Tot. Sept. 30, '82.	13,149,613	6,650,504	5,519,557	564,843	726,062
Tot. Sept. 23, '82.	13,287,951	6,700,538	5,766,702	328,584	760,785
Tot. Sept. 16, '82.	13,636,830	6,705,689	6,157,097	195,054	725,136
Tot. Sept. 9, '82.	12,780,612	6,594,686	6,640,644	119,920	709,169
Tot. Sept. 2, '82.	12,045,595	6,251,732	5,898,404	87,560	635,107
Tot. Oct. 1, '81.	19,494,352	27,381,974	6,168,050	1,393,024	901,840

THE DRY GOODS TRADE.

FRIDAY, P. M., October 6, 1882.

The market for dry goods has not shown much animation the past week, the mildness of the weather and the continued stringency of the money market having rendered both wholesale and retail buyers exceedingly cautious in their operations. Business ruled quiet with commission houses representing manufacturers of domestic cotton and woolen goods, the demand having been almost wholly of a hand-to-mouth character, and light in the aggregate. Foreign goods were also sluggish in first hands, with the exception of a very few specialties, in which considerable dealings were reported. The jobbing trade was fair for this stage of the season, and a good late business is anticipated as soon as the weather becomes cold enough to stimulate the demand for consumption. The chief feature of the week was a peremptory auction sale of 475 cases (3,800 pieces) of overcoatings, cloakings, etc., the balance of production

to date of the Bound Brook Woolen Mills. The sale was largely attended by clothiers, cloth jobbers, cloak manufacturers, etc., and all the goods were readily disposed of, but at rather low prices.

DOMESTIC COTTON GOODS.—The exports of cotton goods for the week ending October 3 were 1,169 packages, 320 of which were sent to China, 165 to Great Britain, 137 to Hayti, 129 to Santo Domingo, 81 to U. S. of Colombia, 75 to British West Indies, 74 to Brazil, &c. There was a comparatively light demand for cotton goods at first hands, both jobbers and converters having governed their purchases by actual necessities. Prices are nominally unchanged, and the best makes of brown, bleached and colored cottons are steadily held, in spite of the recent decline in the staple; but outside makes have lately accumulated somewhat, and slight concessions could readily be obtained by buyers of round lots. Print cloths have been in fair demand, but prices have receded to 3¼@3 13-16c., less 1 per cent, for 64x64s and 3 7-16@3 7-8c., less 1 per cent, for 56x60s. Prints, ginghams and cotton dress goods, were mostly quiet with agents, and but moderately active in jobbers' hands; but prices are without quotable change, save in the case of the last-named, some makes of which are selling at very low figures.

DOMESTIC WOOLEN GOODS.—There was a considerable force of buyers in the woolen goods market, many of whom were attracted to the city by the auction sale alluded to above, but the volume of business was barely up to expectations. Spring cassimeres, suitings and worsted coatings were in moderate request for future delivery, but heavy woolens lacked animation. Prices of clothing woolens are fairly maintained, but slight concessions are occasionally made on certain makes as an incentive to more liberal purchases. Kentucky jeans and satinetts ruled quiet in agents' hands, and were less active with jobbers. Flannels and blankets were in moderate request and steady in price. Soft wool dress goods, suitings and sackings continued fairly active, and there was a steady call for small assortments of worsted dress goods, shawls, skirts and carpets.

FOREIGN DRY GOODS.—There was a moderate business in imported fabrics at generally steady prices. Velvets, silks and plushes were in fair request, but dress goods were in irregular demand, as were millinery goods and ribbons. Housekeeping linens were sluggish with importers, but steady in price. Laces, embroideries, gloves and hosiery were distributed in numerous small lots to a fair aggregate amount.

Importations of Dry Goods.

The importations of dry goods at this port for the week ending Oct. 5, 1882, and since January 1, and the same facts for the corresponding periods of 1881, are as follows:

ENTERED FOR CONSUMPTION FOR THE WEEK AND SINCE JANUARY 1, 1882 AND 1881.									
Week ending Oct. 5, 1881.		Since Jan. 1, 1881.		Week ending Oct. 5, 1882.		Since Jan. 1, 1882.			
<i>Probs.</i>	<i>Value.</i>	<i>Probs.</i>	<i>Value.</i>	<i>Probs.</i>	<i>Value.</i>	<i>Probs.</i>	<i>Value.</i>		
MANUFACTURES OF—									
Woolen.....	801	306,604	35,058	14,839.014	948	378,120	43,680		
Cotton.....	1,175	384,921	36,399	27,457.428	910	277,533	59,506		
Silk.....	1,159	791,920	38,939	23,425.255	1,037	611,581	50,406		
Flax.....	1,335	587,706	67,382	9,813.819	766	160,890	67,869		
Miscellaneous.....	550	168,371	52,537	6,688.309	2,545	186,682	78,465		
Total.....	5,120	1,894,316	248,304	72,271.508	6,206	1,808,235	295,027		
WITHDRAWN FROM WAREHOUSE AND THROWN INTO THE MARKET.									
MANUFACTURES OF—									
Woolen.....	381	137,614	17,730	6,905.556	546	207,757	13,698		
Cotton.....	262	75,309	11,586	3,820.659	241	74,314	10,420		
Silk.....	1,110	75,533	6,938	4,319.998	912	140,781	7,407		
Flax.....	1,223	67,797	9,648	4,100.295	307	70,491	1,237		
Miscellaneous.....	629	41,760	37,550	1,851.859	1,350	55,506	8,642		
Total.....	1,705	369,003	134,158	21,094.368	2,656	483,467	35,924		
Entered for consumption.....	5,120	1,894,316	248,304	72,271.508	6,206	1,808,235	295,027		
Total on market.....	6,825	2,263,310	402,472	93,359.908	8,862	2,151,702	430,421		
ENTERED FOR WAREHOUSE DURING SAME PERIOD.									
MANUFACTURES OF—									
Woolen.....	278	101,771	13,956	5,541.709	533	209,134	17,761		
Cotton.....	465	25,444	9,435	3,082.831	1,800	61,651	11,457		
Silk.....	1,254	92,544	5,552	3,741.335	2,422	201,372	7,497		
Flax.....	315	64,014	17,034	3,303.815	703	86,984	17,856		
Miscellaneous.....	314	36,347	82,705	2,053.938	580	76,199	16,139		
Total.....	1,126	320,130	48,904	17,653.648	2,238	481,869	130,890		
Entered for consumption.....	5,120	1,894,316	248,304	72,271.508	6,206	1,808,235	295,027		
Total at the port.....	6,246	2,214,436	377,008	89,925.246	8,444	2,222,104	425,827		
107,440,538.545									